

STATE OF UTAH

# POINT OF THE MOUNTAIN DEVELOPMENT COMMISSION

Prepared by Envision Utah

## Phase 1

Listening & Research

**COMPLETED**

## Phase 2

Scenarios & Vision

**COMPLETED**

## Phase 3








































Financing

**NOW**

# Phase 1&2 Recap











































## Point of the Mountain Scenario Metrics Summary:2050

	A	B	C	D	E	
New Jobs at the Point of the Mountain	218,500 	218,500 	286,000 	286,000 	286,000 	JOBS & ECONOMY
New Jobs across the Wasatch Front	950,000 	950,000 	1,100,000 	1,100,000 	1,100,000 	
Average Household Income	\$84,000 \$\$\$\$	\$84,000 \$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	
Amount of New Transit Projects	none					TRANSPORTATION
Amount of New Road Projects						
Transportation Infrastructure Costs	\$ \$1.5 billion local \$ \$2.1 billion regional	\$\$ \$2.6 billion local \$\$ \$3.2 billion regional	\$\$ \$2.8 billion local \$\$\$ \$4.7 billion regional	\$\$ \$3.6 billion local \$\$\$\$\$ \$7.6 billion regional	\$\$ \$3.7 billion local \$\$\$\$\$ \$7.7 billion regional	
Travel Time from Prison Site to Salt Lake City	 42 minutes	 37 minutes	 38 minutes	 35 minutes	 34 minutes	
Travel Time from Prison Site to Provo	 86 minutes	 82 minutes	 72 minutes	 73 minutes	 66 minutes	
Household Monthly Transportation Costs (present day average is \$949)	\$846 	\$804 	\$783 	\$755 	\$755 	
Percent of Households within 1/2 mile of Transit	22% 	35% 	40% 	68% 	68% 	



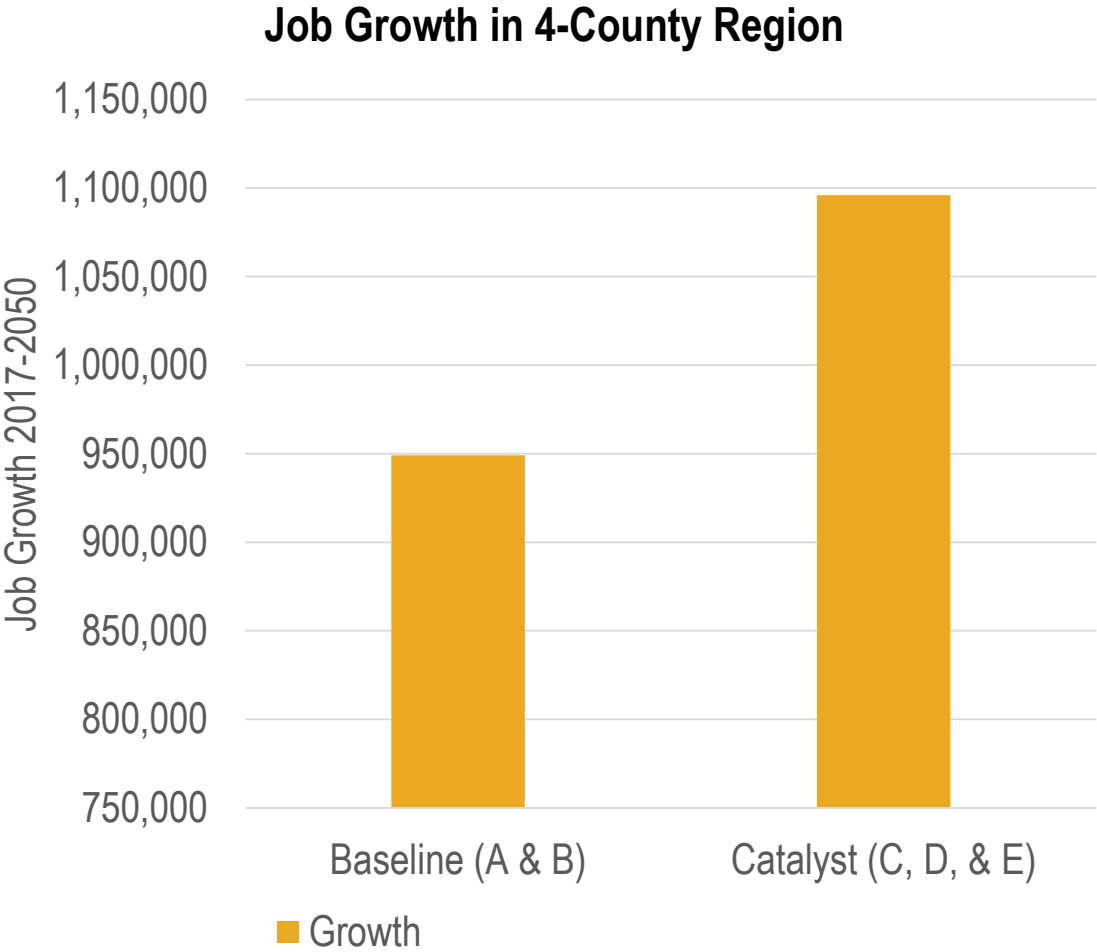


## Point of the Mountain Scenario Metrics Summary: 2050

	A	B	C	D	E	
Percentage of Homes That Are Within 1/2 Mile of a Center	11% 	33% 	12% 	64% 	64% 	COMMUNITY DESIGN
Percentage of Homes That Are Single-Family Houses	65% 	58% 	61% 	55% 	55% 	
Housing Affordability (Average Housing Cost)	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.3 times the average annual income	\$ \$ \$ 3.1 times the average annual income	\$ \$ \$ 3.1 times the average annual income	
Emissions from Vehicles	50 tons per day 1% electric vehicles 	45 tons per day 10% electric vehicles 	46 tons per day 10% electric vehicles 	35 tons per day 30% electric vehicles 	40 tons per day 20% electric vehicles 	OTHER TOPICS
Prison Site Redevelopment	17,500 jobs 	22,000 jobs 	29,500 jobs + research presence 	37,000 jobs + research presence 	37,000 jobs + research presence 	
Water Use for Outdoor Irrigation (currently we use 91 gallons daily per person)	74 gallons daily per person 	62 gallons daily per person 	74 gallons daily per person 	62 gallons daily per person 	62 gallons daily per person 	
Miles of Trails in the Area	280 miles 	380 miles 	280 miles 	380 miles 	380 miles 	
Entertainment & Amenities	 no/few vibrant urban areas	 some vibrant urban areas	 major regional venue	 some vibrant urban areas	 some vibrant urban areas	
State Sales & Income Tax Revenue	\$12.0 billion 	\$13.4 billion 	\$15.8 billion 	\$19.7 billion 	\$19.7 billion 	

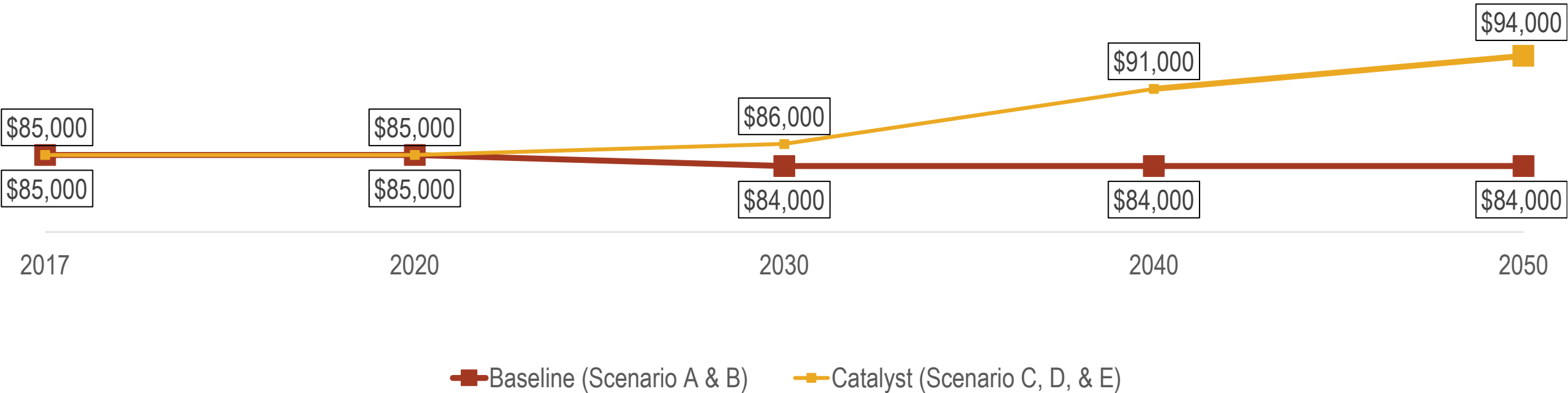
# JOB FORECAST

## 150,000 ADDITIONAL JOBS; HIGHER QUALITY JOB GROWTH

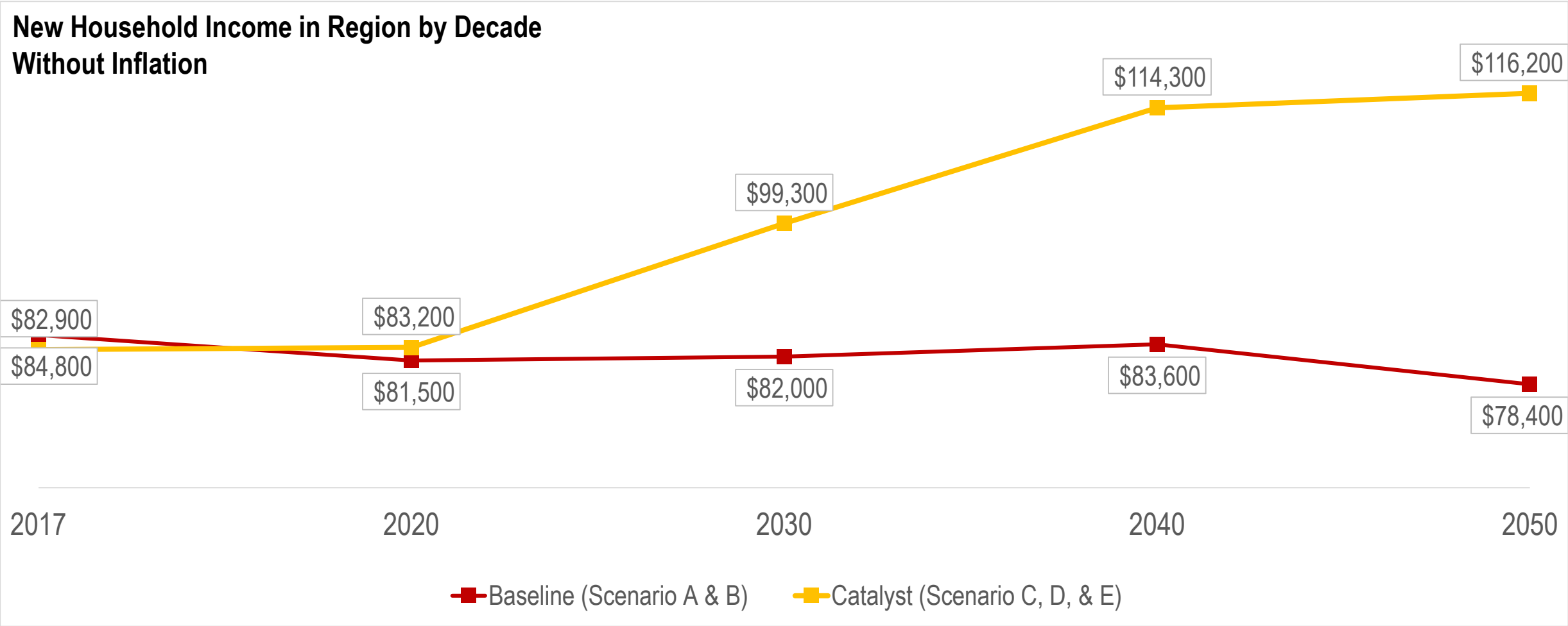


# AVERAGE HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST FLAT IN BASELINE (FLUCTUATION DUE TO AGE OF POPULATION)

Average Household Income in Region by Decade  
Without Inflation

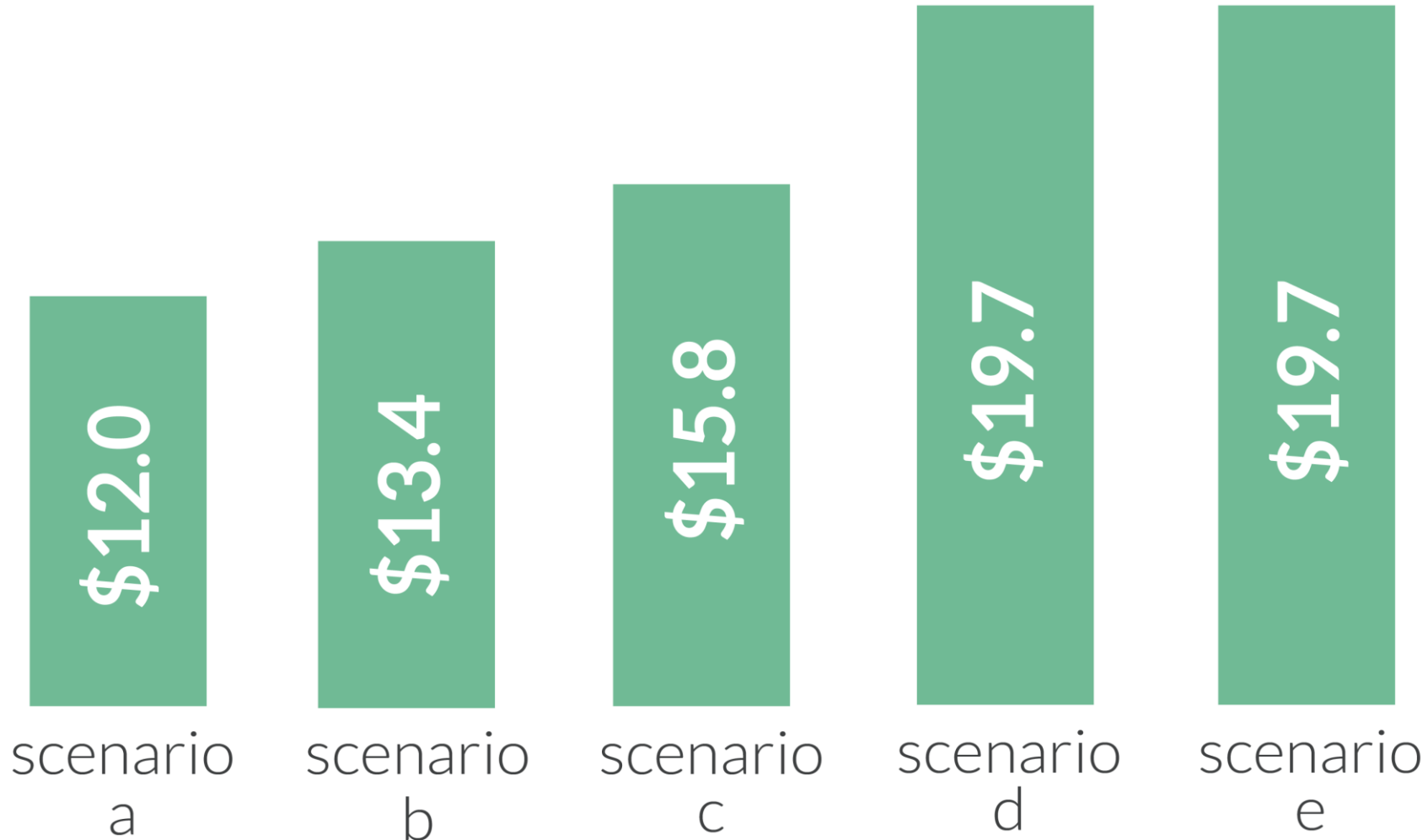


# NEW HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST



# State Revenue from Sales and Personal Income Tax

(in billions USD)



Total 2017-2050 revenue generated from the study area. Does not include corporate taxes.

# Municipal Revenue

(in billions USD)



Total 2017-2050 revenue generated from the study area. Includes sales, property, and energy taxes and Class B/C road funds.

# How important are these planning and development outcomes? (Scale from 1-10)

Manage transportation access, mobility, and congestion

Reduce air pollution

Preserve open space and natural lands

Expand outdoor recreation opportunities

Create jobs and build Utah's economy

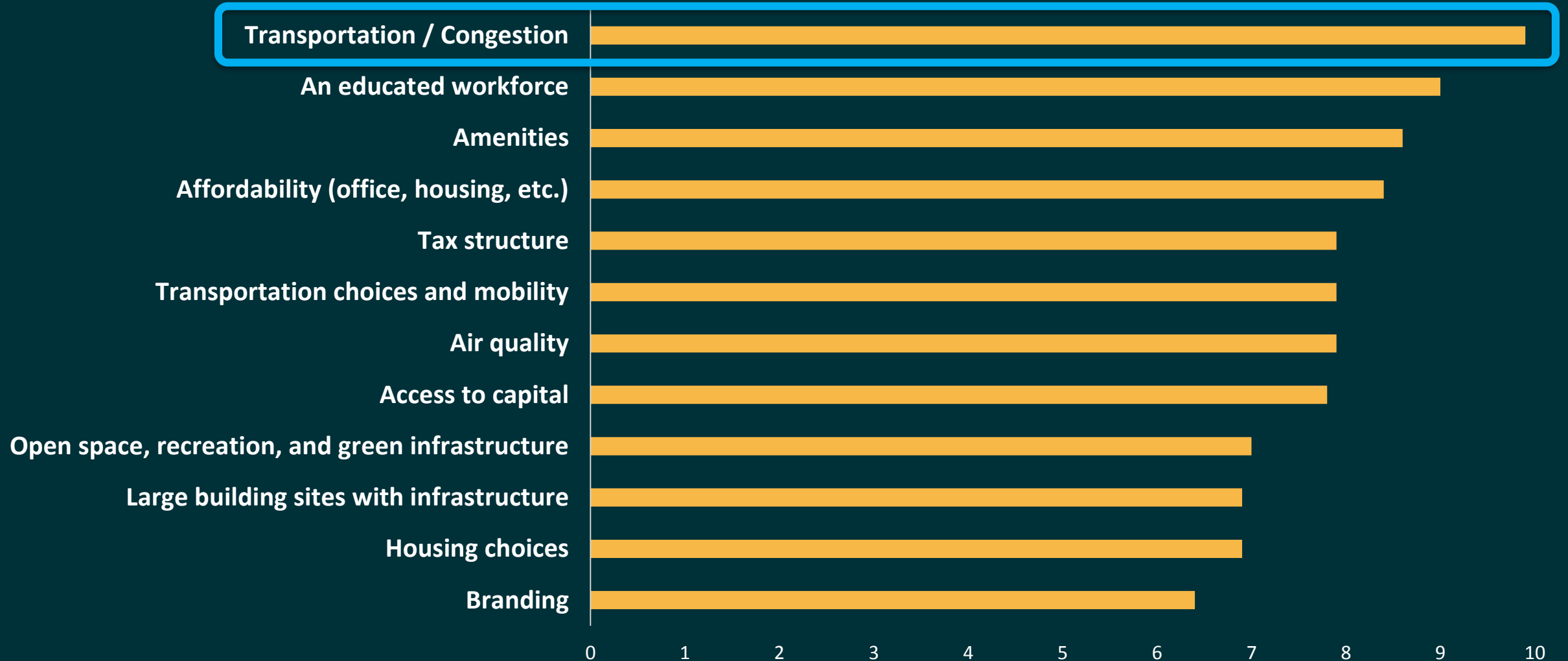
Maintain and improve residential and commercial affordability

Provide a variety of communities and housing types

0 1 2 3 4 5 6 7 8 9 10

Results from second online public survey (616 responses)

# How important are these economic development outcomes? (Scale from 1-10)

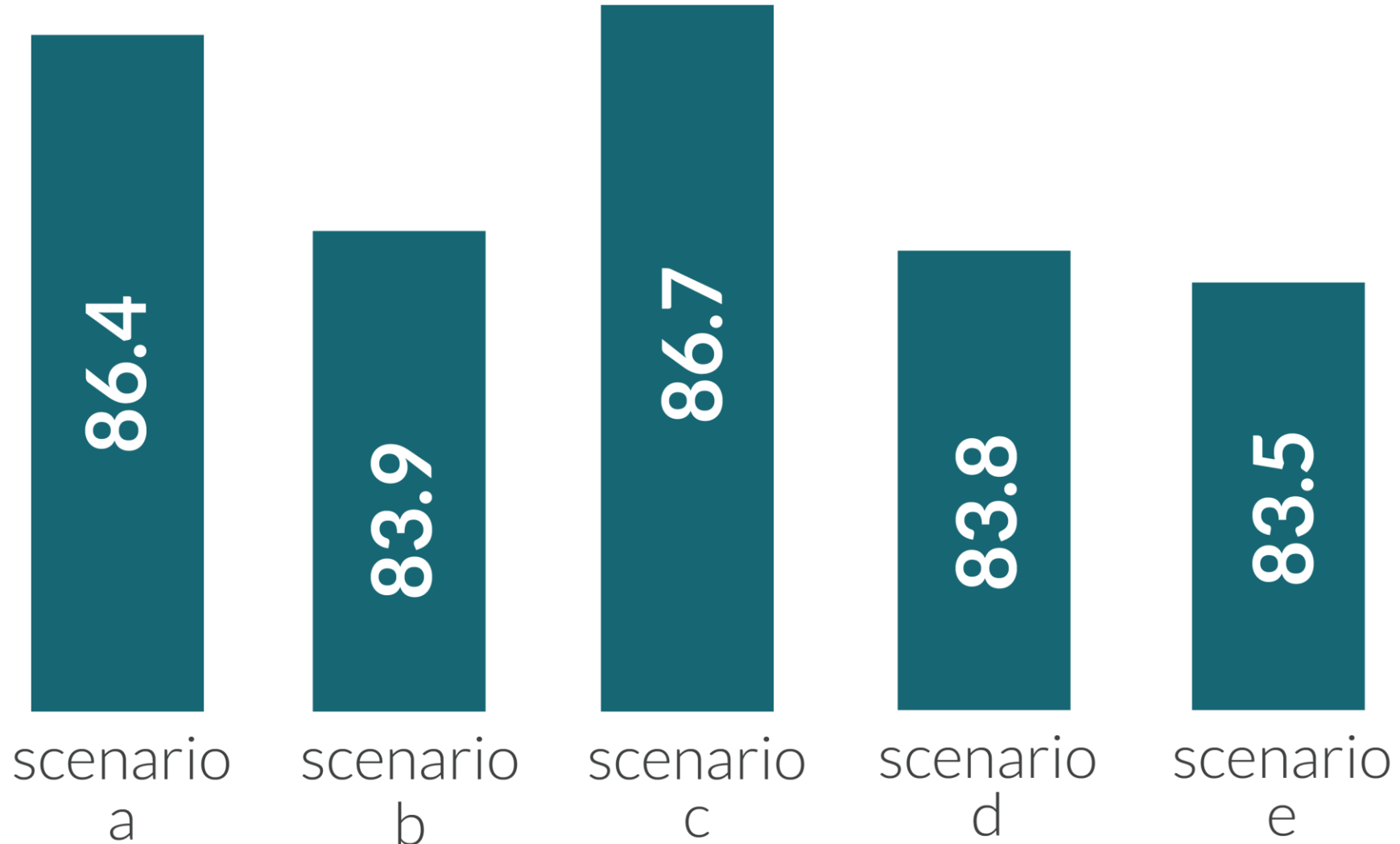


Results from keypad polling with economic development groups



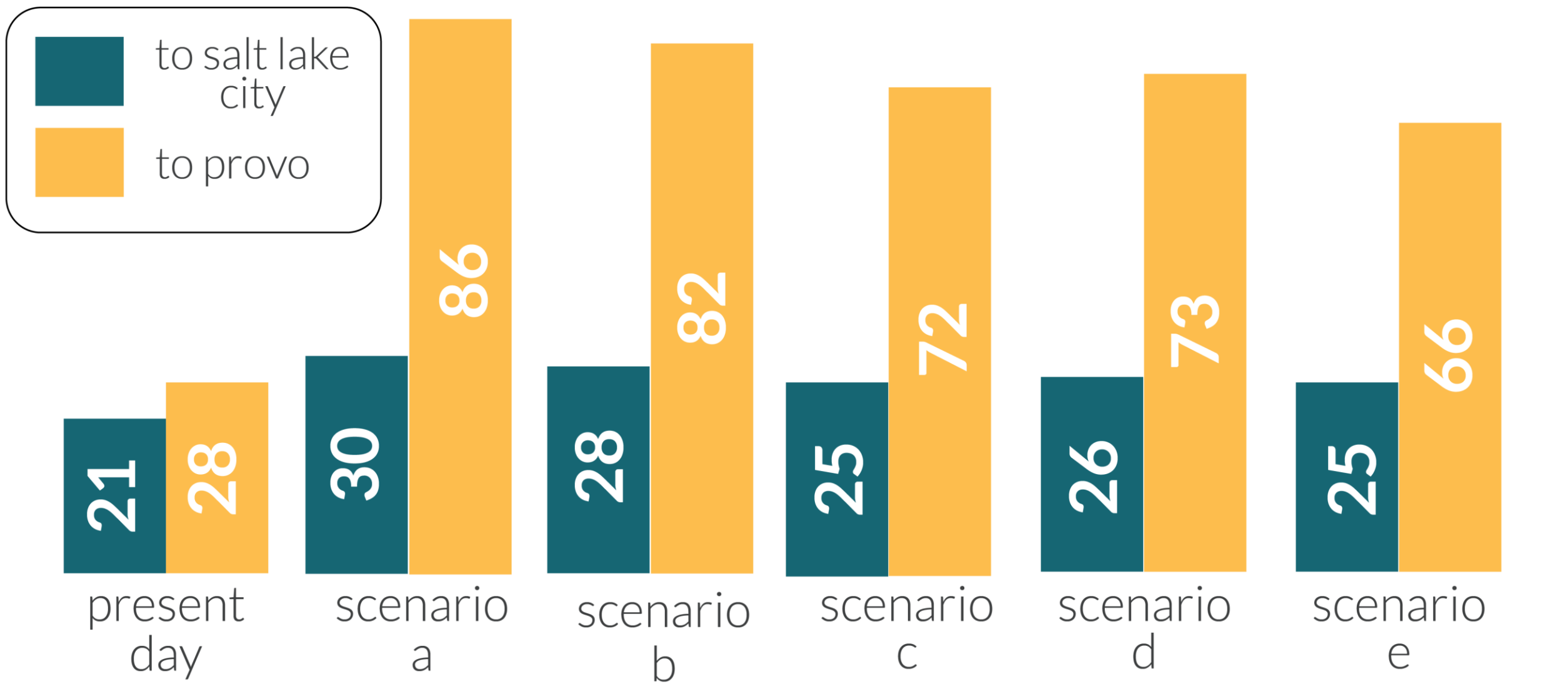
# Regional Vehicle Miles Traveled

(in millions)



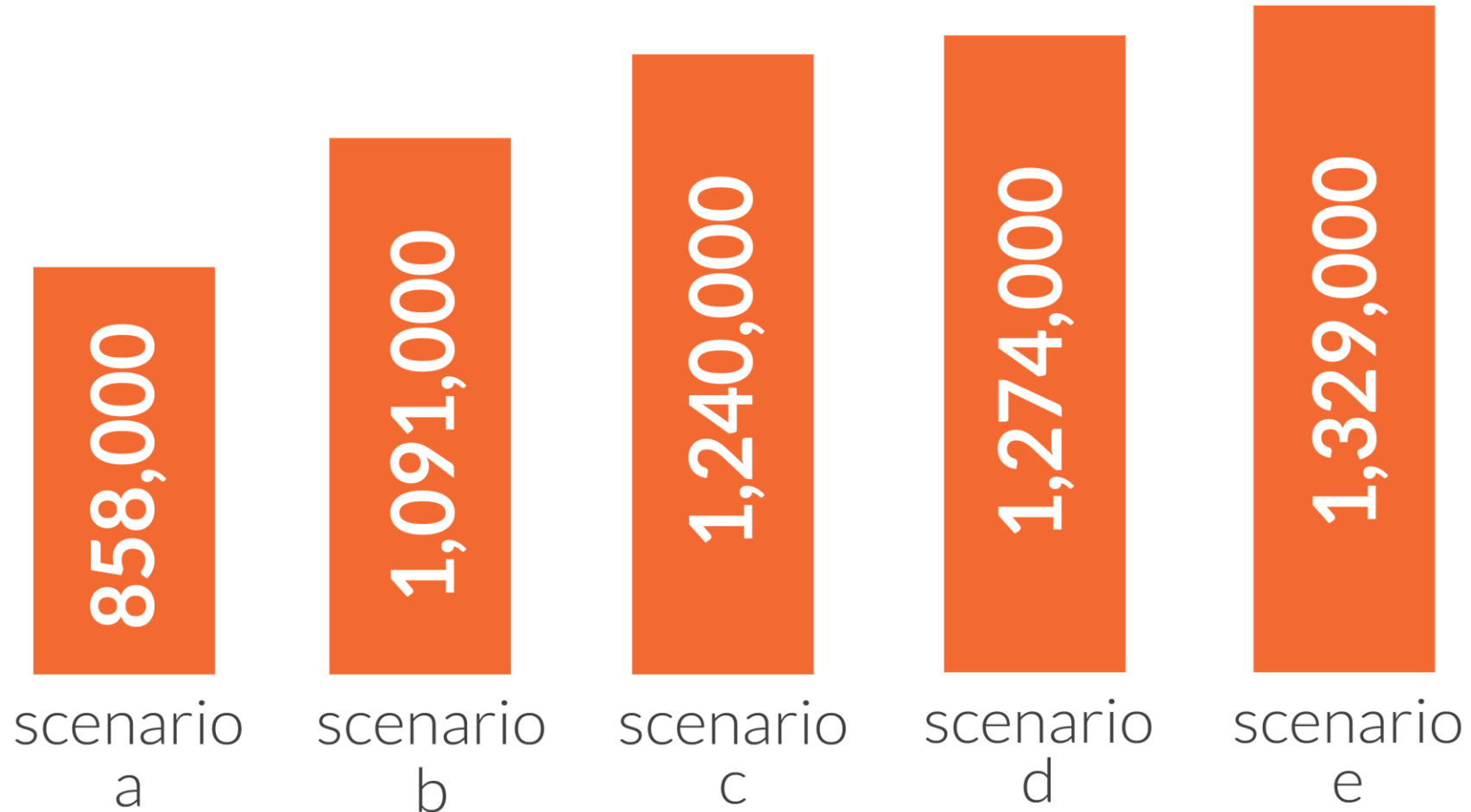
Total daily vehicle miles traveled in 2050 in Utah, Salt Lake, Davis, and Weber counties.

# Minutes from Draper Prison Site to Key Destinations During PM Peak Time



# Access to Jobs by Automobile

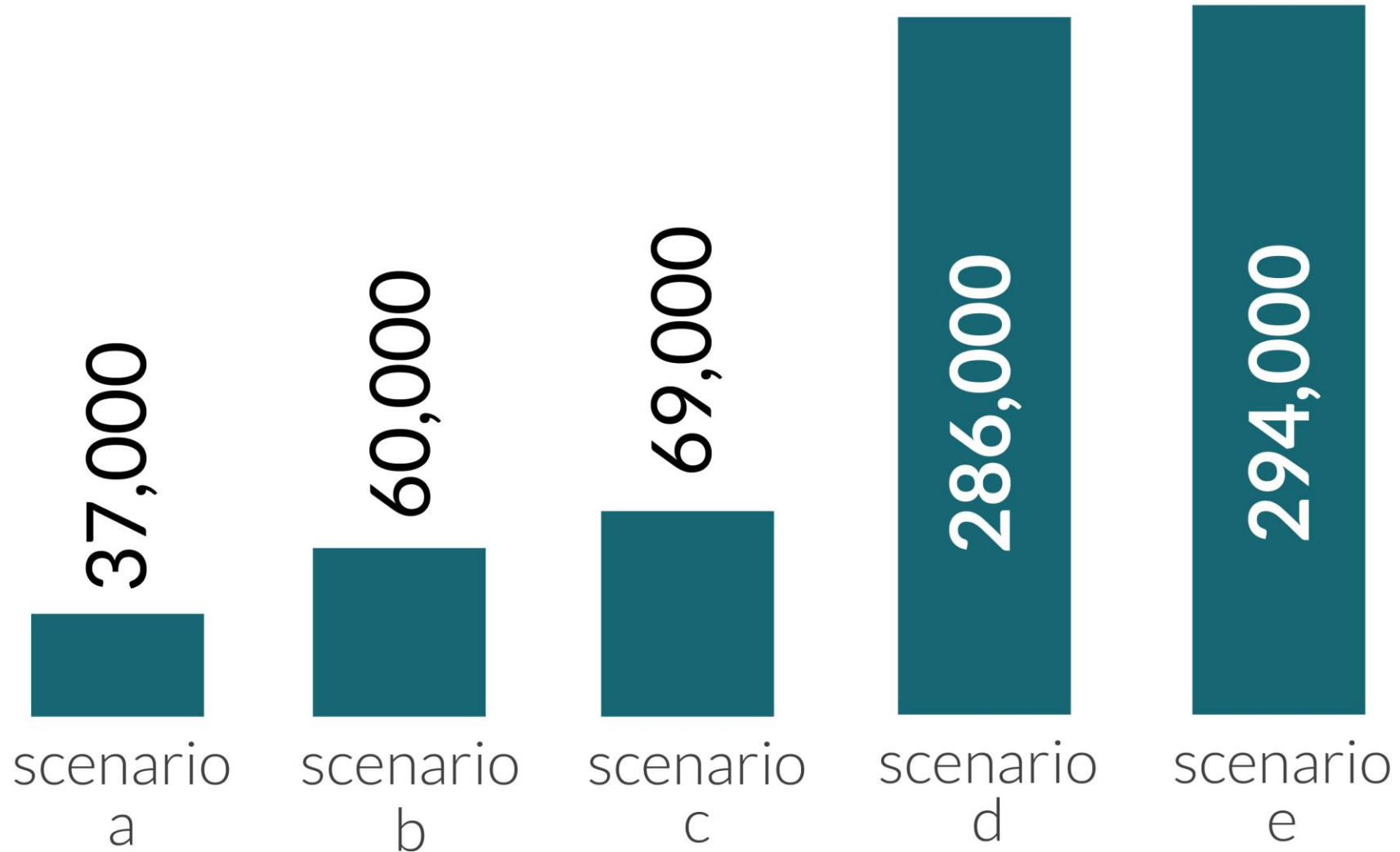
(jobs within a 45 minute auto trip)



Number of jobs a person living in a center at the prison site can access in 45 minutes.

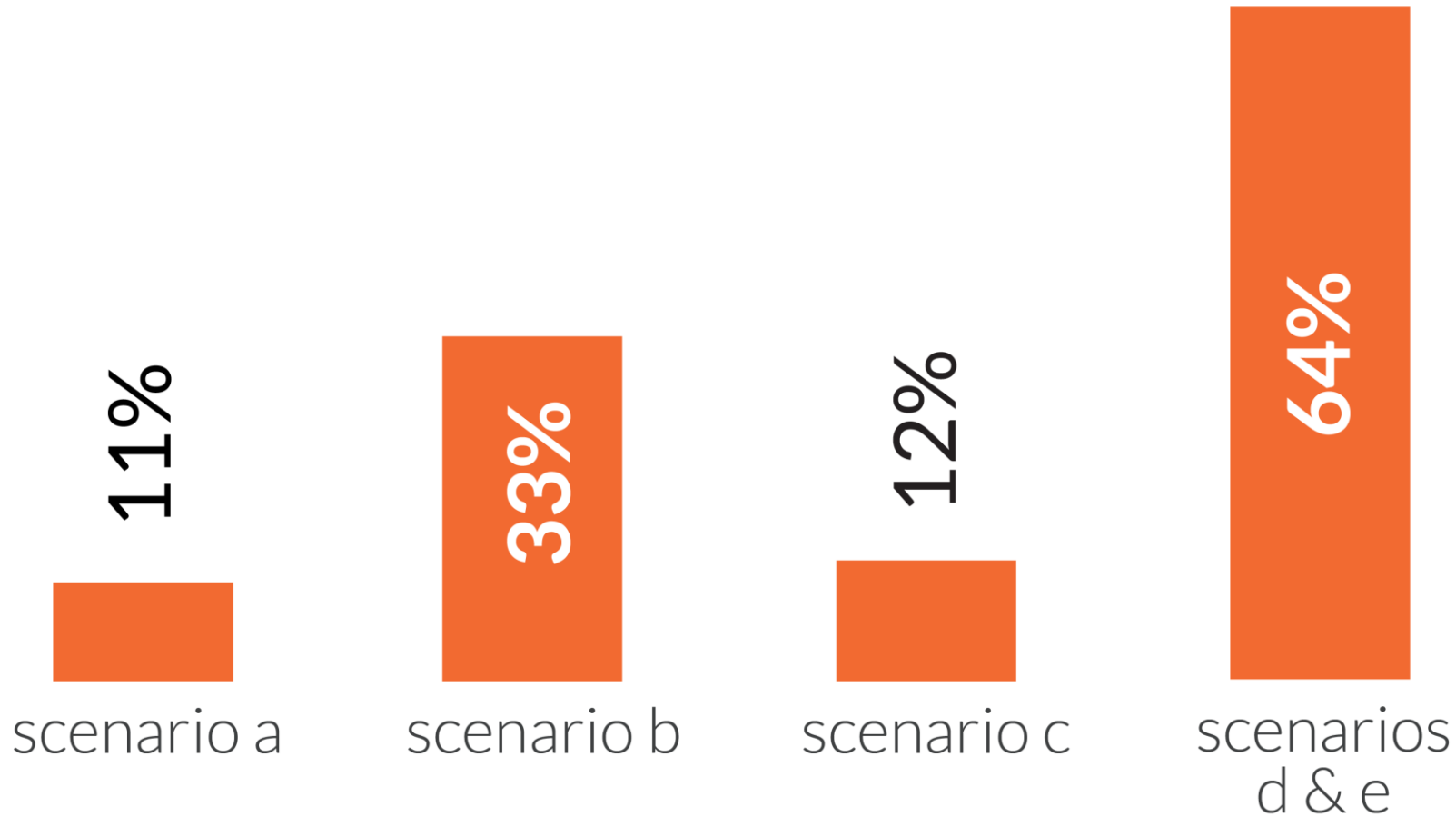
# Access to Jobs by Transit

(jobs within a 45 minute public transportation trip)



Number of jobs a person living in a center at the prison site can access in 45 minutes.

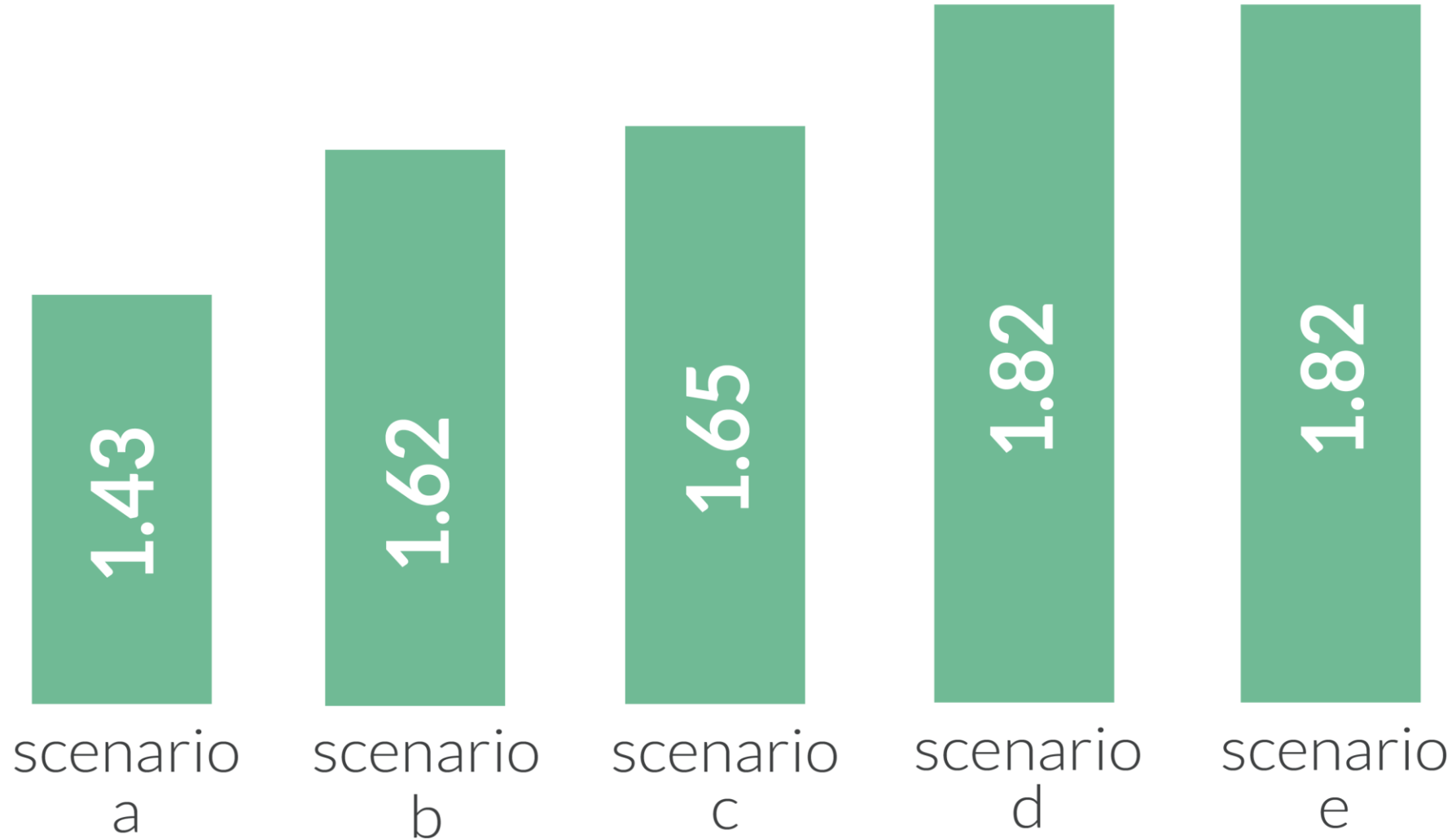
# Percent of Households Within Half a Mile of a Center



Centers include daily services such as retail, restaurants, and other amenities.

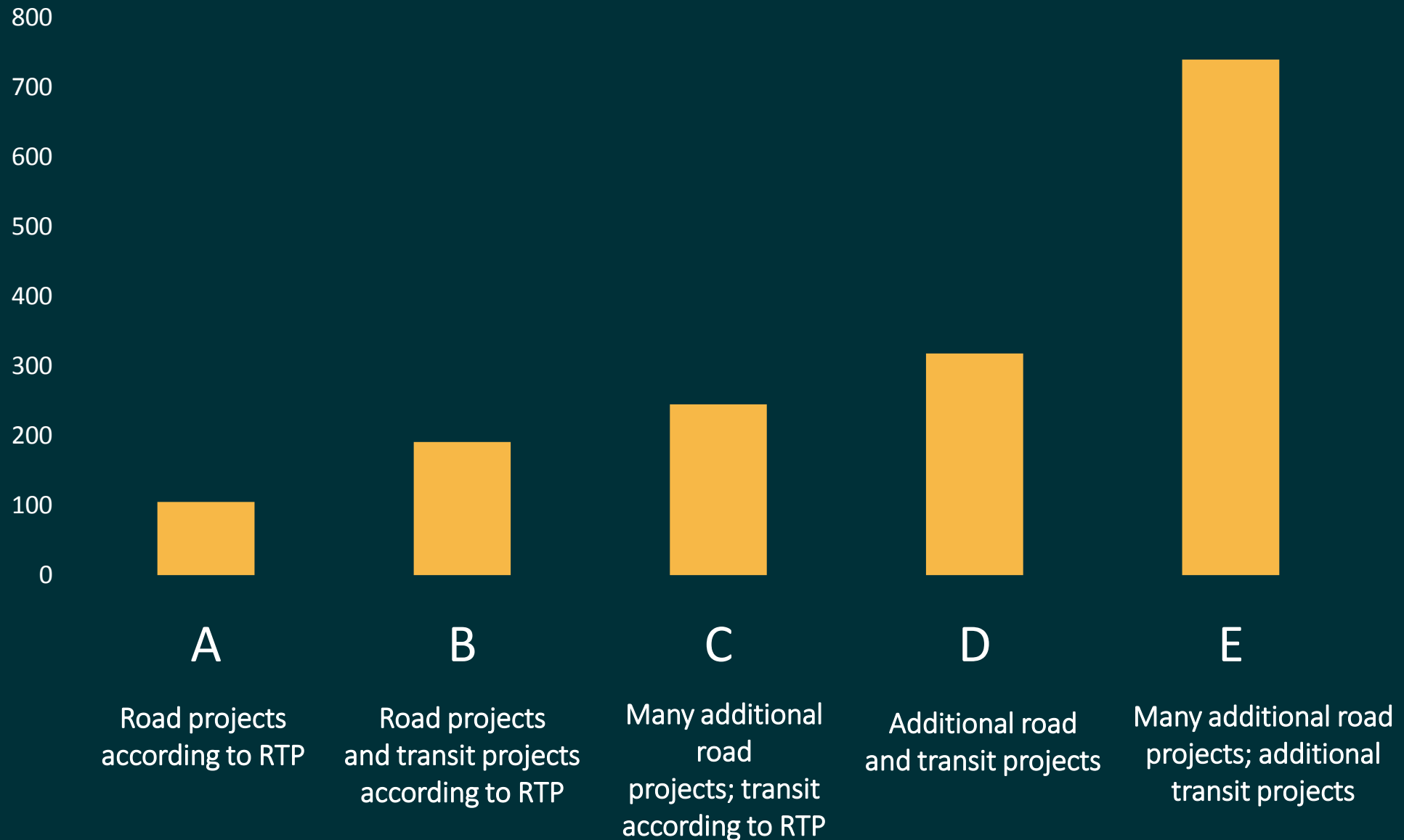
# Study Area Trip Internal Capture

(in millions of trips captured)



Number of trips that never leave the study area in 2050.

# Transportation Scenario Voting



Most people see the area maturing  
into an **Economic Powerhouse**  
with excellent access that is also  
a great place to live, work, and play



This Vision is 12 Signature Elements, 21  
Goals, and 126 Strategies

# REGIONAL VISION FOR THE POINT OF THE MOUNTAIN



STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION

## JOBS



### 1 Highly-trained workforce

The quality of Utah's workforce is the number one factor in attracting, retaining, and growing high-paying "innovation economy" jobs. The desired workforce is diverse and highly educated, with a focus on in-demand fields. While a portion of this workforce will undoubtedly be generated by attracting workers from out of state, Utahns can fill the bulk of these jobs if they have the required skills.

## ENVIRONMENT

### 2 Improved air quality & reduced resource use

Employers and Utahns increasingly demand a sustainable approach to natural resources like air, water, and energy. The Point of the Mountain can demonstrate sustainability by facilitating electric vehicle use, promoting non-automobile travel, reducing air emissions and energy use in buildings, using water-wise landscaping, and implementing new technologies.



### 3 Connected trails, parks, and open space

The Point of the Mountain is already home to extensive open spaces and trails, paragliding, and the Jordan River. Continued implementation of thoughtful and ambitious trail, park, and open space planning will establish a world-class network for people and wildlife, connecting the mountain ranges and the Jordan River.

## COMMUNITY DESIGN

### 4 Vibrant urban centers

Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.



### 5 Jobs close to where people live

Jobs and housing in close proximity reduce commuting distances, decrease traffic volumes during peak hours, improves air quality, lower travel times and expenditures, and enhance quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

### 6 A variety of community and housing types

A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.



## LEGEND

Major Centers  
TRAX Line  
New TRAX Line  
FrontRunner  
Transit Corridor  
Preservation  
Rapid Transit  
Camp Williams



Microtransit Circulator  
North-South Boulevard  
Freeways  
Major Roads  
Open Space  
Trail Connections



### 7 New north-south boulevard

A new north-south road from Bangor Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.



### 8 Connected street network

Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

### 9 World-class public transit

Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts "innovation economy" employers and employees. As connected, shared, and autonomous vehicles revolutionize travel, FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or "micro-transit" options will improve local mobility.



### 10 North-south & east-west throughput

The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangor Highway, a new connection closer to the county line should be explored.



### 11 Catalytic center at the prison site

The Draper prison site's 700 acres hold tremendous opportunity for catalyzing growth in high-paying jobs by (1) establishing a nationally-known research and university presence, (2) attracting marquee employers, and (3) creating a high-quality urban center that attracts employers and employees.



### 12 Research and university presence

Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a "wow" factor to brand the area and the state as a place to be.

## TRANSPORTATION

## PRISON SITE





# VISION FOR THE POINT OF THE MOUNTAIN DRAPER PRISON SITE PLACEMAKING EXAMPLE

## JOBS



### 1 Highly-trained workforce

A strong presence for education, including higher education, trains Utahns for the innovation jobs of the future. Industry, school districts, higher education, and others collaborate to maximize impact. Companies have access to student labor, while students can experience hands on learning in research and industry.

## ENVIRONMENT



### 2 Improved air quality & reduced resource use

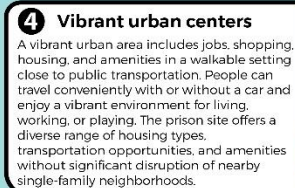
The place becomes a demonstration site for sustainability. Energy efficiency, on-site energy generation and storage, and low-emission appliances improve air quality, along with electric vehicle charging infrastructure and preferred parking. Public transportation, proximity of housing to jobs and amenities, and walkable design reduce driving. Water-wise landscaping means less water is needed.



### 3 Connected trails, parks, and open space

Located near two major mountain ranges, key open space and trail systems, and the Jordan River Parkway, the site is an ideal meeting point for diverse types of recreation. A network of parks, trails, and open spaces provides quality of life and allows travel by foot or bicycle. A portion of the existing prison is preserved to provide historic context and authenticity.

## COMMUNITY DESIGN



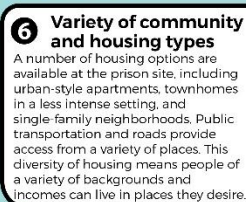
### 4 Vibrant urban centers

A vibrant urban area includes jobs, shopping, housing, and amenities in a walkable setting close to public transportation. People can travel conveniently with or without a car and enjoy a vibrant environment for living, working, or playing. The prison site offers a diverse range of housing types, transportation opportunities, and amenities without significant disruption of nearby single-family neighborhoods.



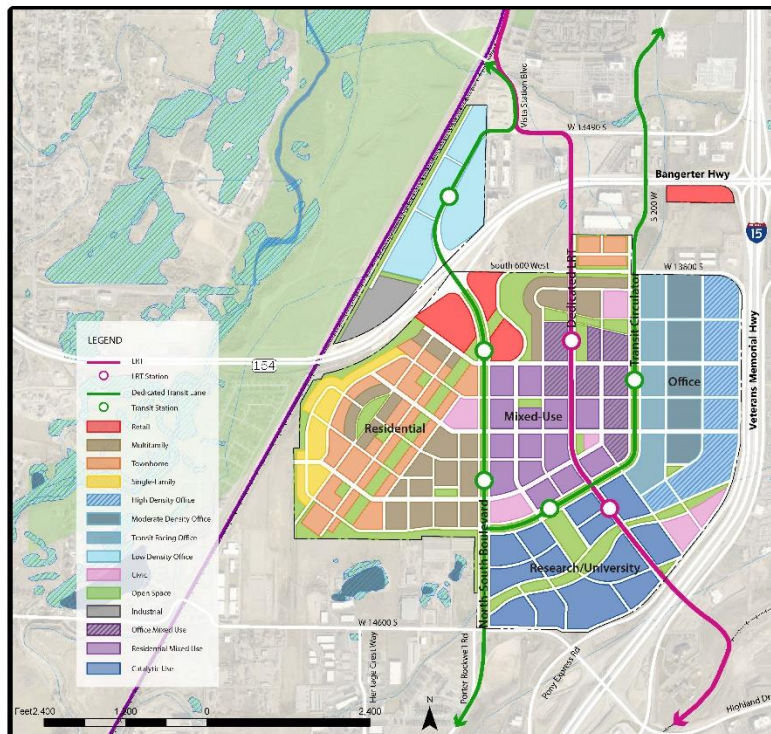
### 5 Jobs close to where people live

Jobs and housing are close together on the site, and housing in surrounding communities is also proximate and well-connected through roads and public transportation, including existing automobile and FrontRunner corridors and planned TRAX lines.



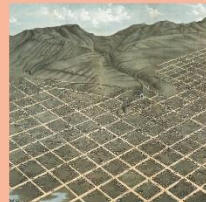
### 6 Variety of community and housing types

A number of housing options are available at the prison site, including urban-style apartments, townhomes in a less intense setting, and single-family neighborhoods. Public transportation and roads provide access from a variety of places. This diversity of housing means people of a variety of backgrounds and incomes can live in places they desire.



### 7 New north-south boulevard

A new boulevard links the Bangor Highway 600 West interchange to Porter Rockwell Boulevard and continues south to Lehi 2100 North. The road accommodates bicycles, pedestrians, and public transportation and carries local trips without using freeway capacity. This boulevard connects at the prison site, making the site a gateway for this 'main street' connection between Utah and Salt Lake counties.



### 8 Connected street network

A dispersed street network promotes walking, biking, and public transportation and provides alternative travel routes. A new road across I-15 at 13800 South improves connectivity to the east, and the new north-south boulevard improves connectivity to the south. This plan for the Draper Prison Site prioritizes a well-connected street network that is easy to understand and navigate for residents, employees, and others who travel to and through the site.

### 9 World-class public transit

Light rail or similar mode connects the site to the TRAX Blue Line, the Draper FrontRunner station, and points north and south. A micro-transit shuttle circulates throughout the site and to the FrontRunner station to provide on-demand, convenient mobility. A vehicle in its own lane runs north and south along the new boulevard.



### 10 North-south and east-west throughput

The new north-south boulevard improves throughput by allowing local trips to avoid traveling on a freeway. Access to Bangor Highway and to I-15 is also excellent.

### 11 Catalytic center at the prison site

Incentives and other mechanisms are utilized to locate one or more marquee employers on the site. The marquee employers attract other jobs, as well as employees. Sites are available for jobs in urban, mixed-use settings as well as in more campus-style settings. There are also opportunities for start-ups.



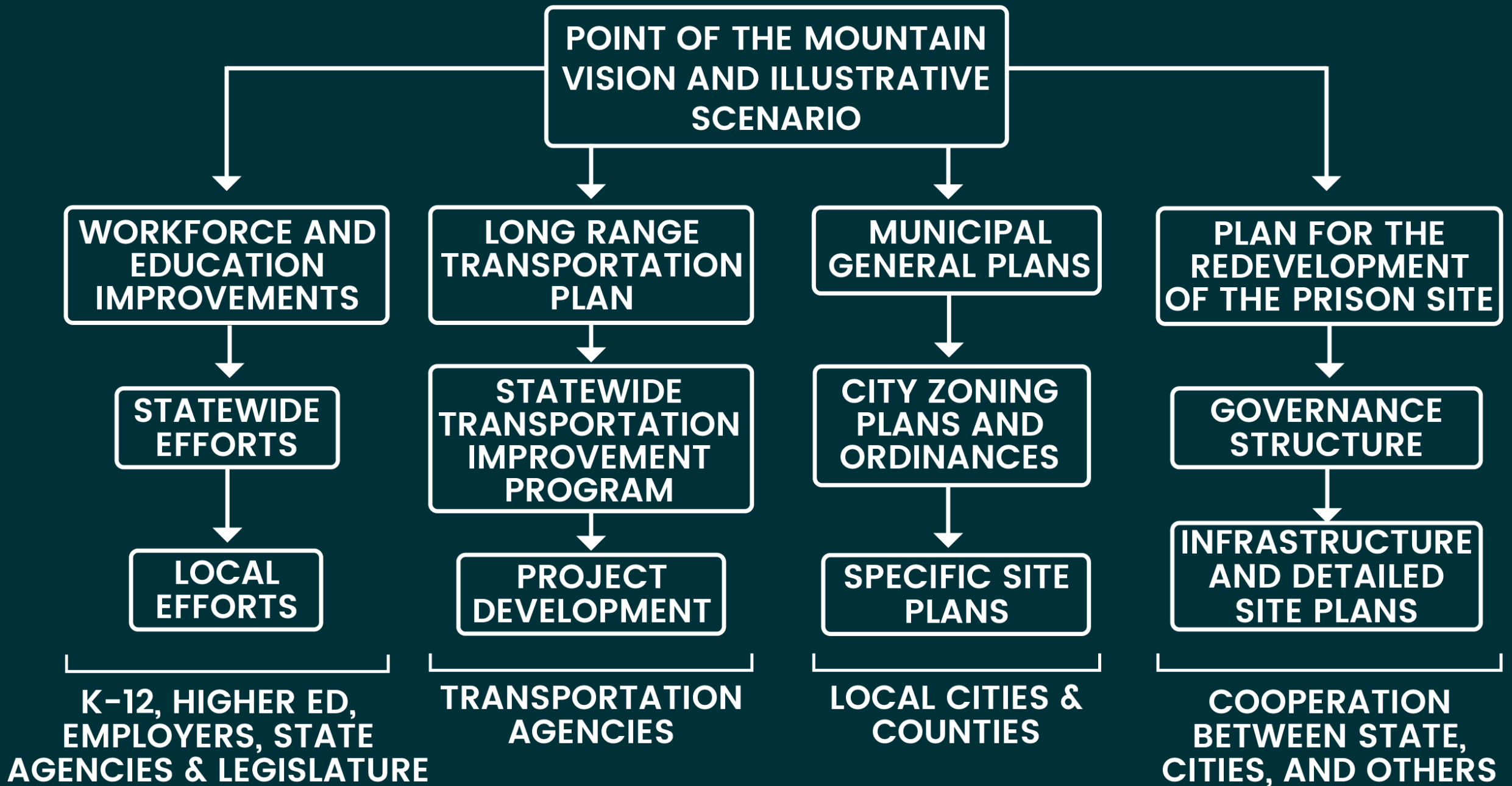
### 12 Research and university presence

A nationally-recognized research presence creates a 'wow' factor that attracts employers and employees and contains open space that is appealing and important to residents. Research and technology transfer also boosts job growth, as does the skilled workforce that is trained there. This university presence is clearly visible and accessible from I-15.

## TRANSPORTATION

## PRISON SITE





# Transit Project Discussion

Envision Utah  
and Utah Transit Authority

A blue and red high-speed train is stopped at a station platform. A sign on a pole in the foreground reads 'LATCH'. The background shows a clear sky and some distant hills.

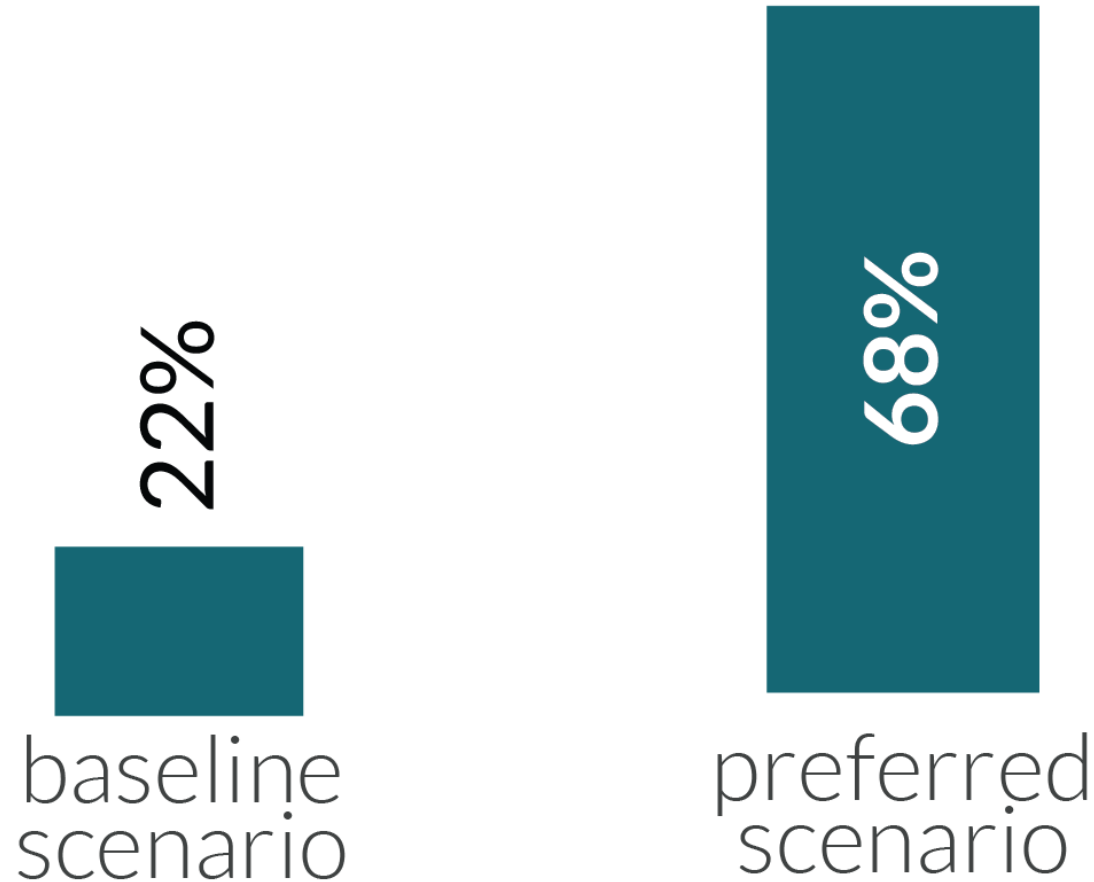
# World-Class Public Transportation

Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts “innovation economy” employers and employees. Connected, shared, and autonomous vehicles will revolutionize travel.

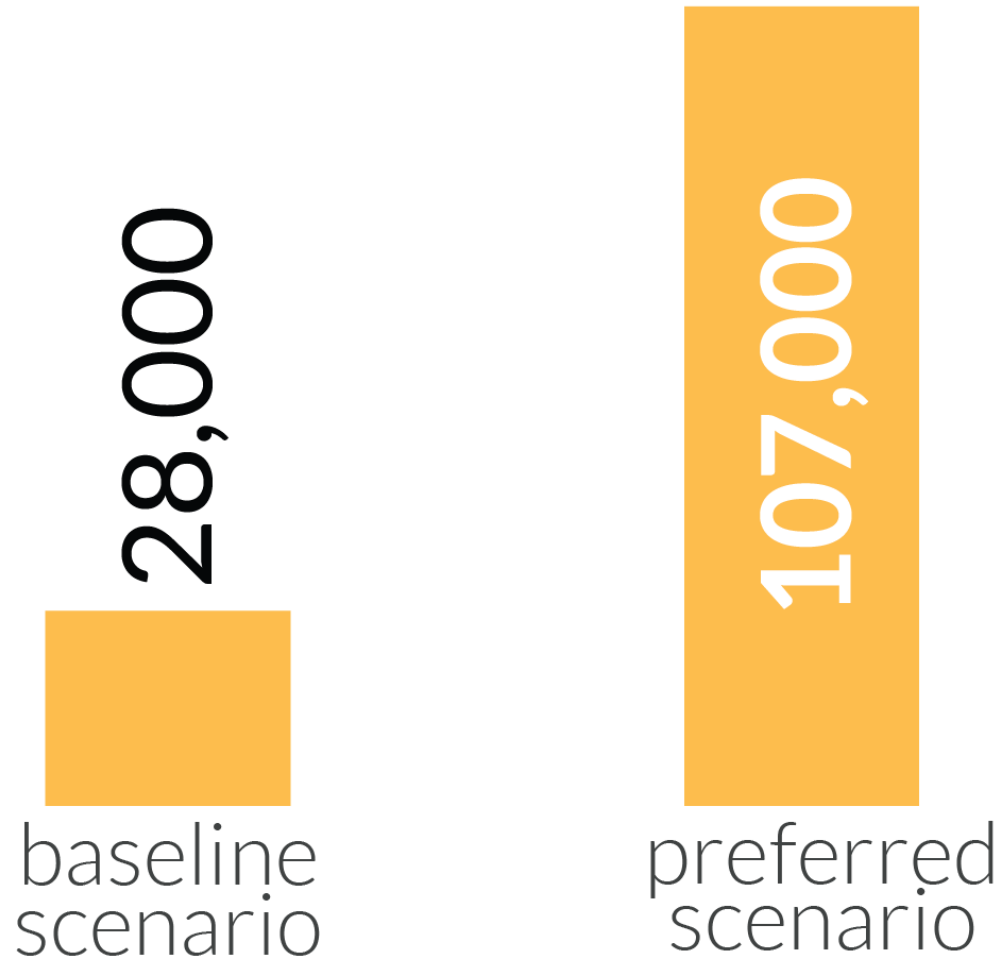
**FrontRunner** will increasingly serve as a backbone for long-distance trips. **Light rail** and/or “**micro-transit**” options will improve local mobility.

# Percent of Households Within Half a Mile of Transit

(light rail, heavy rail, and/or bus rapid transit)



# FrontRunner Regional Daily Ridership



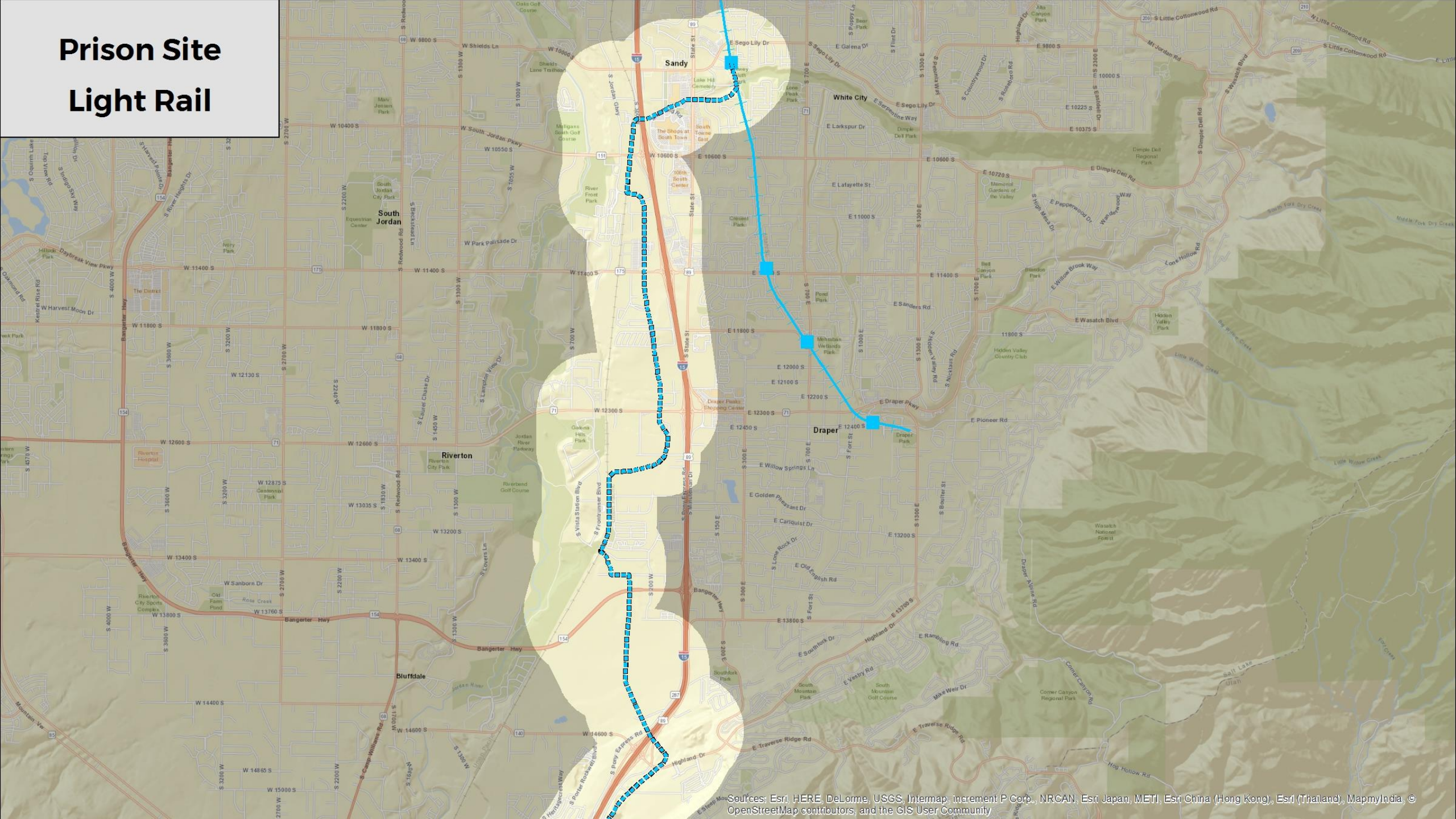
## How?

- Land Use
- Additional transit connections
- Free fares
- Double-tracking, allowing 15 minute headways



# Prison Site

## Light Rail



# Corporate Recruitment HQ RFP Recruitments

## Requirements:

- **Access to mass transit routes (preferably fixed)**
- Proximity to highways and major arterials
- Within 45 miles of a major airport

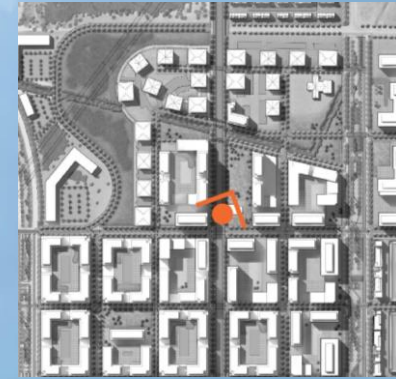
## Preferred:

- Access to major universities
- An urban or downtown campus
- Access to recreation opportunities and other quality of life elements

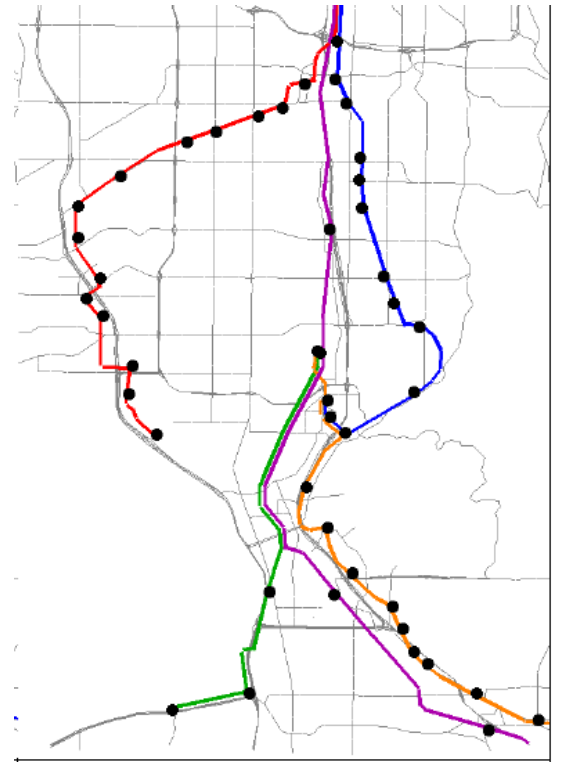
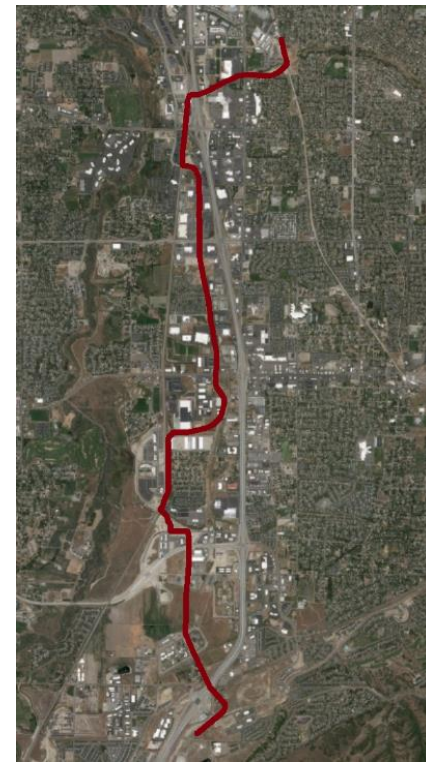
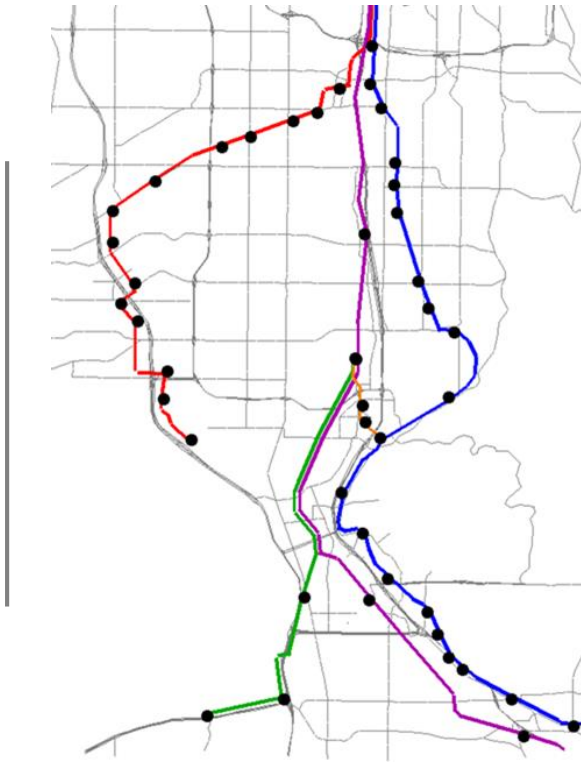
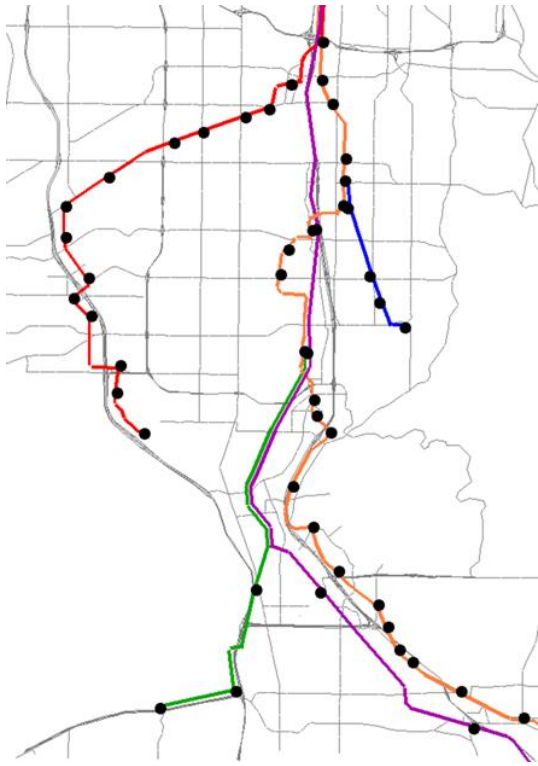


# MIXED-USE TOWN CENTER

## LIGHT RAIL TRANSIT







# Alternative Alignments

# Next Steps

- Continued analysis of alignments
- Ongoing stakeholder engagement
- Detailed environmental study



# North-South Boulevard

Includes Transit  
Envelope



# Public Transportation is Evolving



- Micro-transit
- On demand
- First and last mile
- Autonomous vehicles
- Automated Transit Network

# Road Project Discussion

Envision Utah  
and Utah Department of Transportation



# North-South and East-West Throughput

The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of **Mountain View, Redwood Road, I-15**, FrontRunner, and light rail. **High-speed east-west connections between I-15 and Mountain View** are also needed to increase east-west capacity. In addition to 2100 North and Bangerter Highway, **a new connection closer to the county line** should be explored.



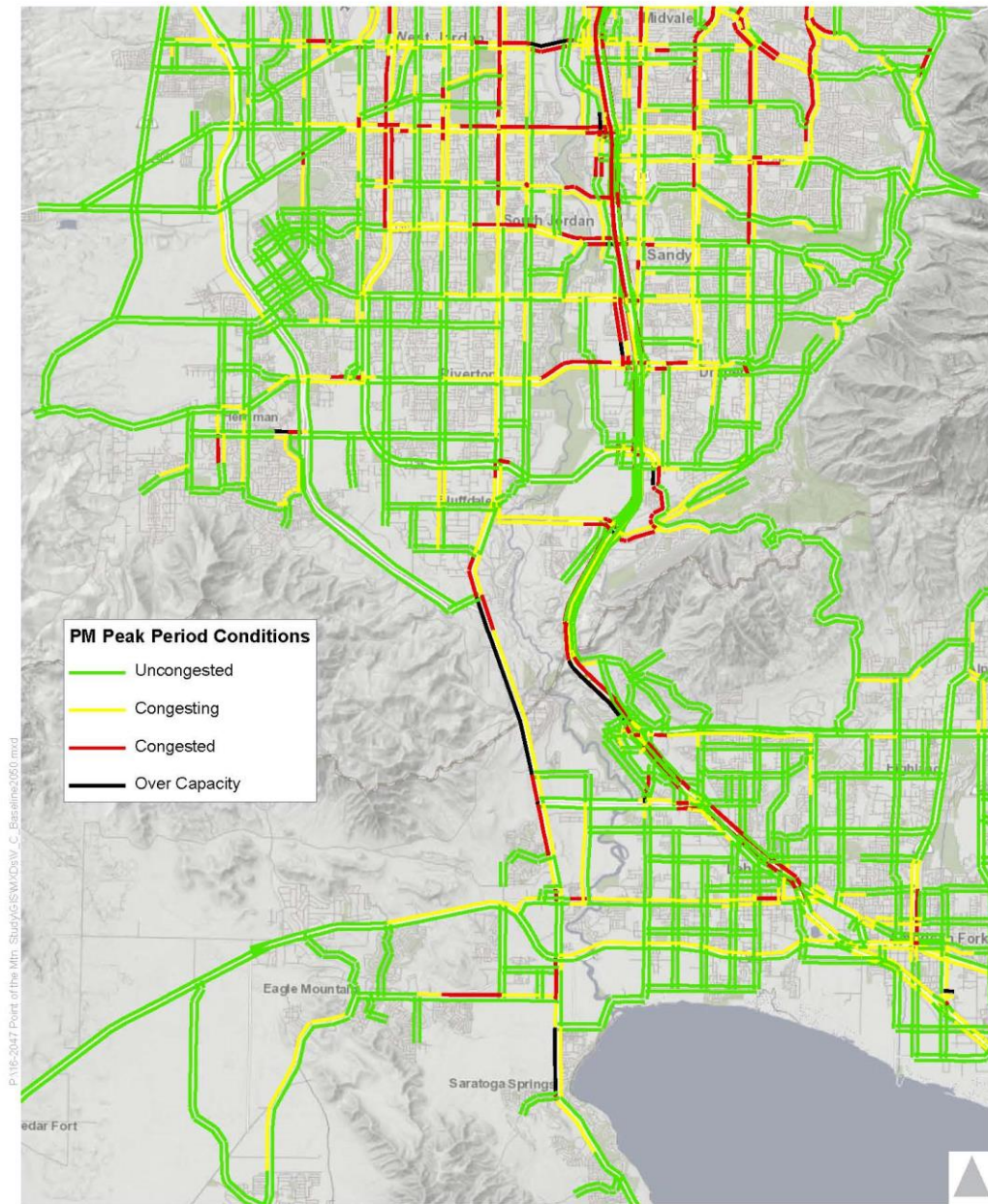


Figure  
Volume to Capacity - POM (2014)

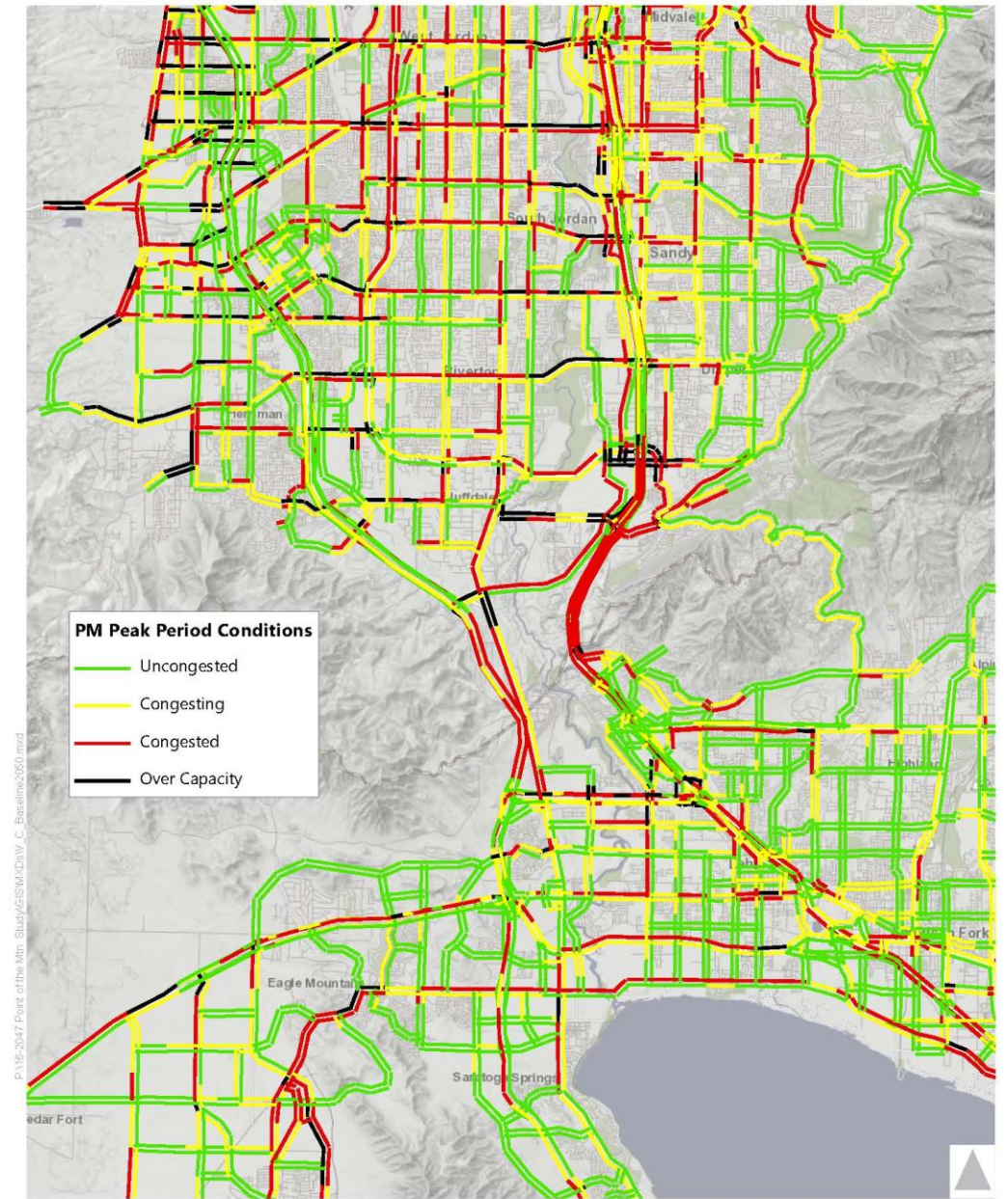
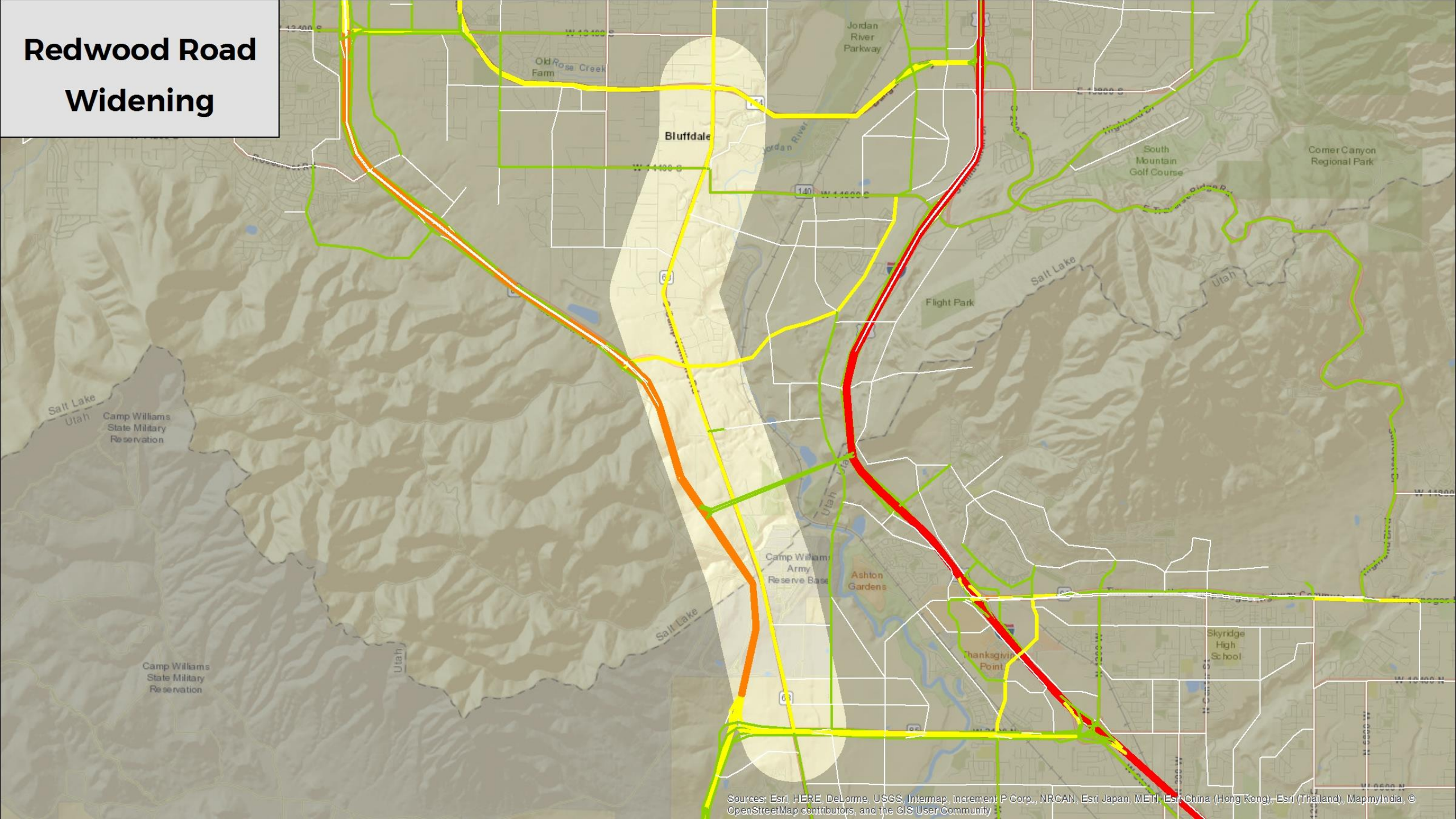


Figure  
Volume to Capacity - Baseline POM (2050)



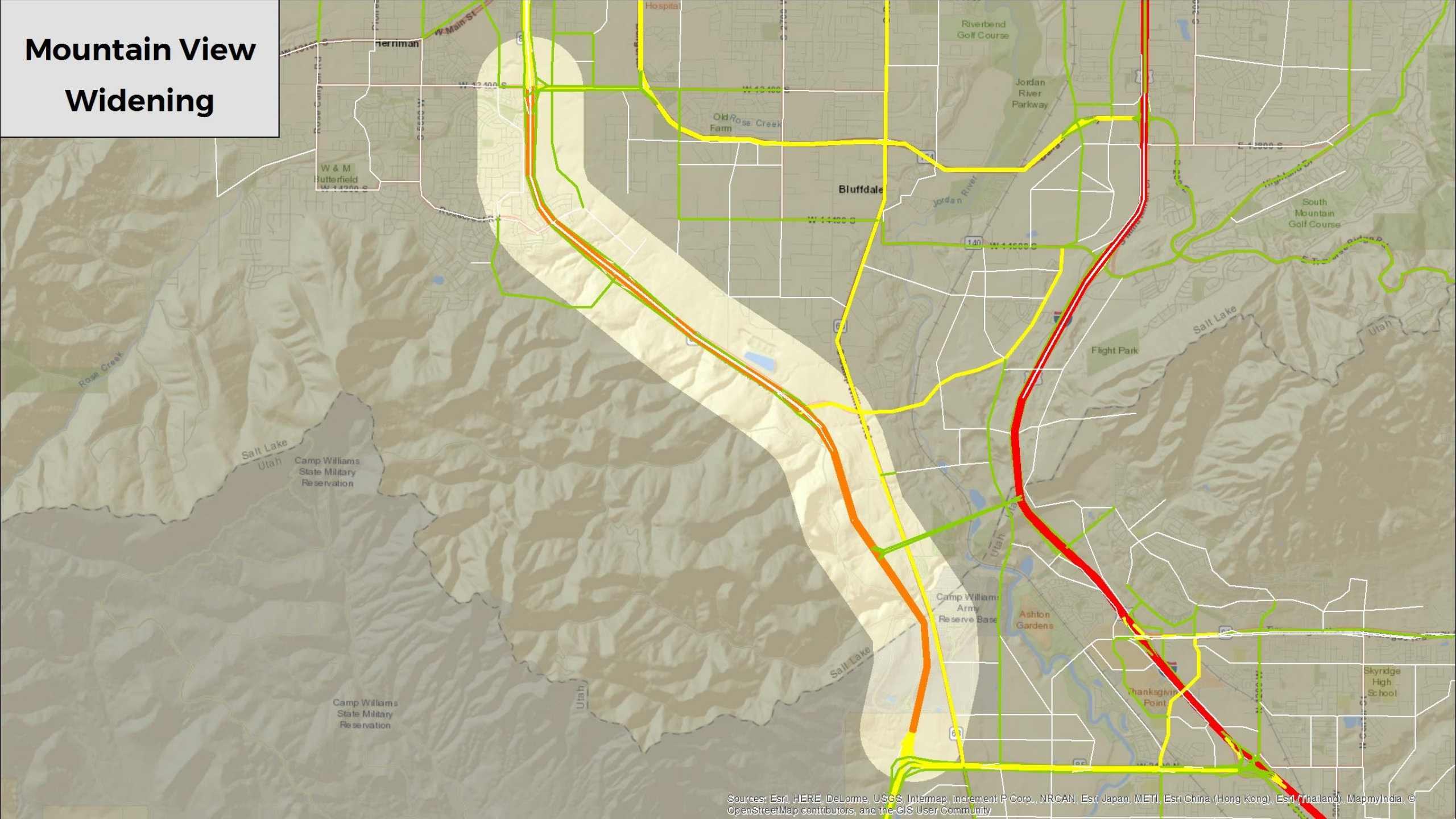
# Redwood Road Widening



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, MEIT, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



# Mountain View Widening



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



## Legend

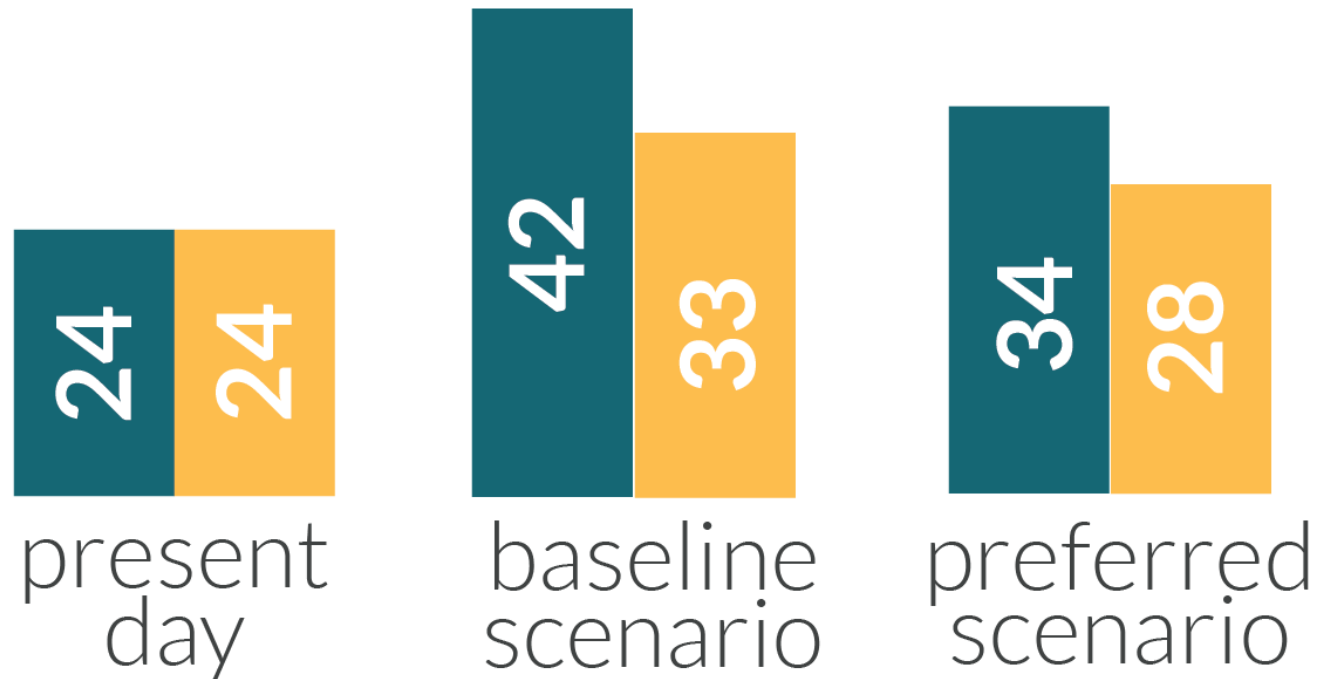


WFRC TAZ Structure

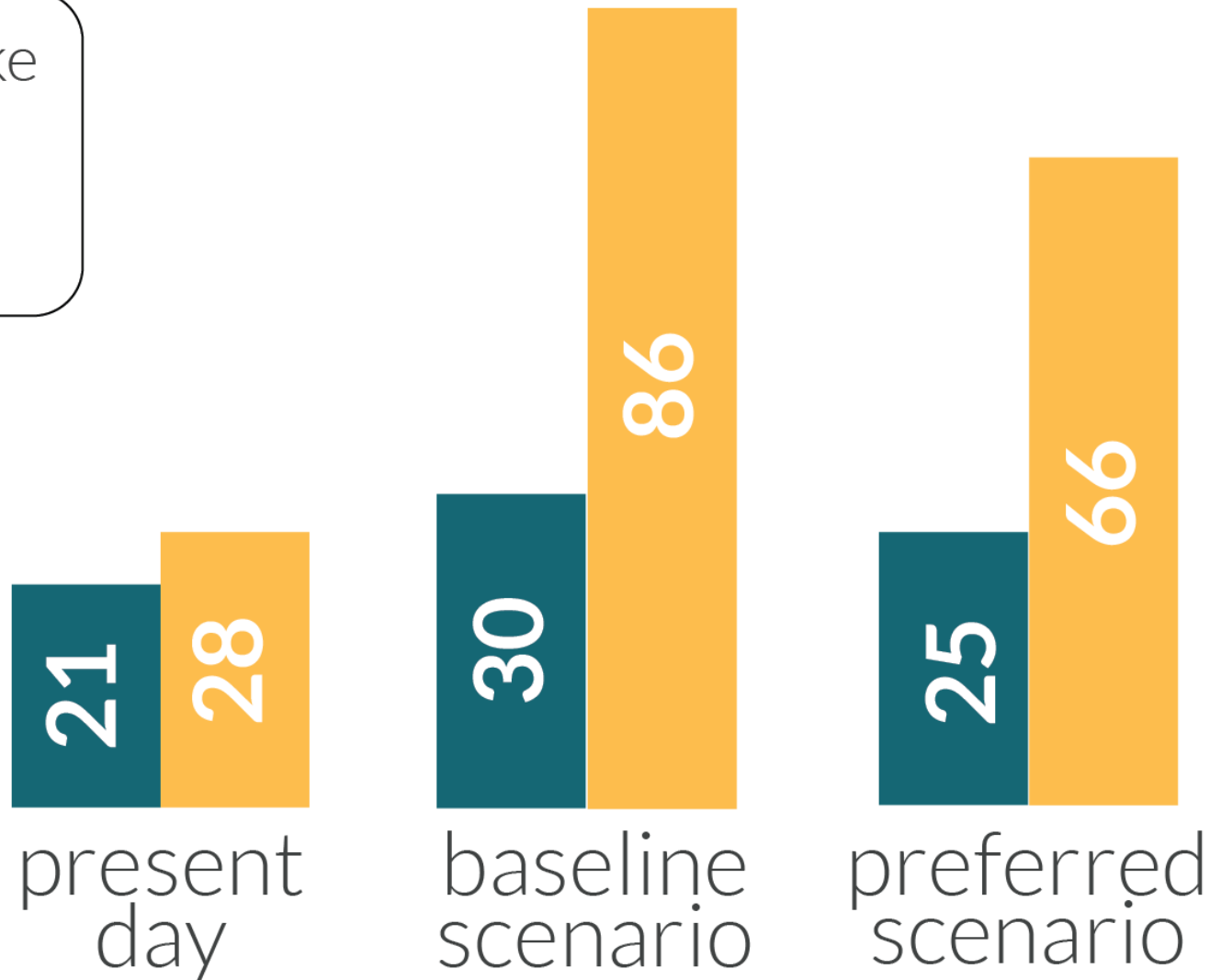


POM TAZ Structure

# Minutes from Draper Prison Site to Key Destinations During AM Peak Time



# Minutes from Draper Prison Site to Key Destinations During PM Peak Time





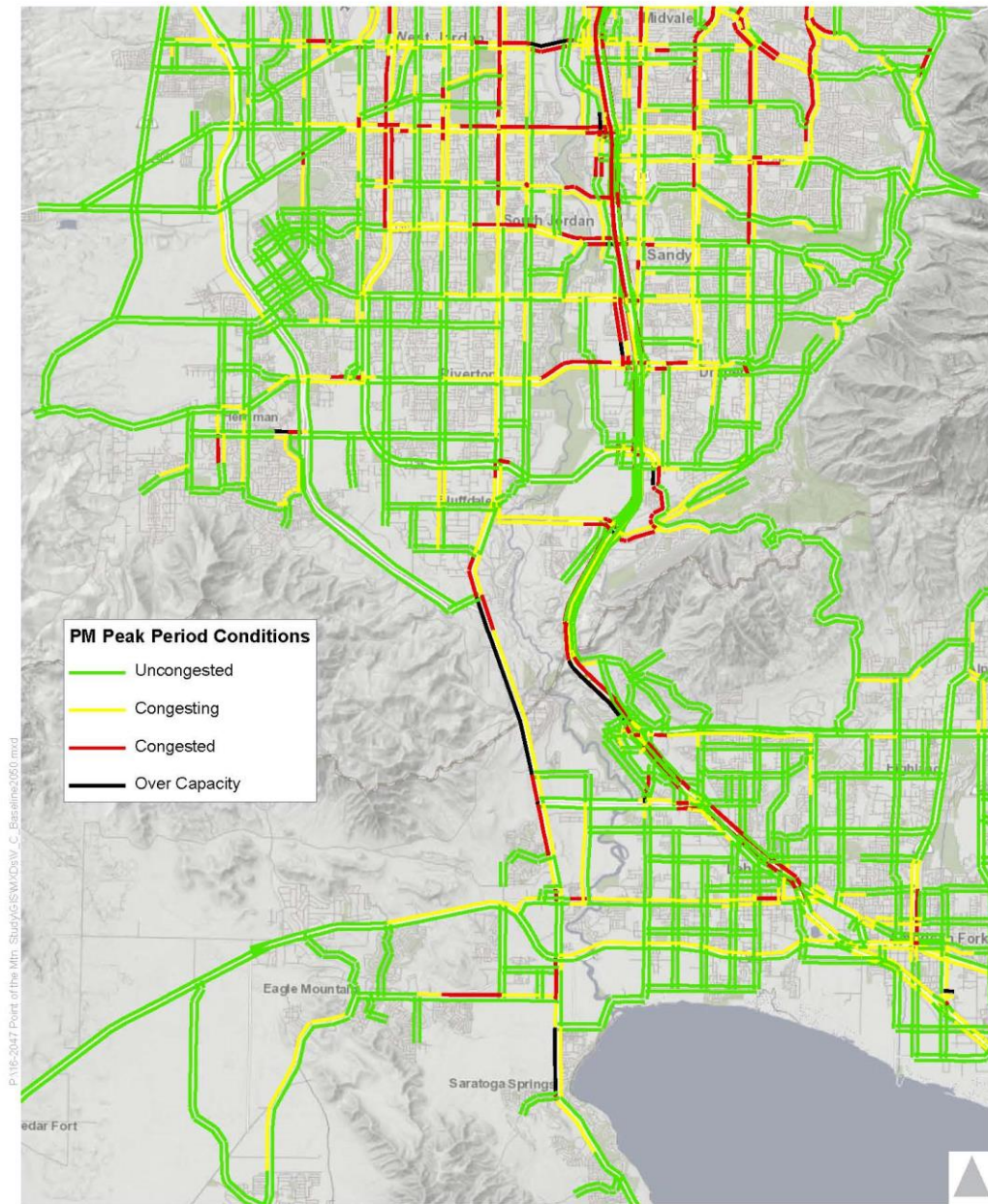


Figure  
Volume to Capacity - POM (2014)

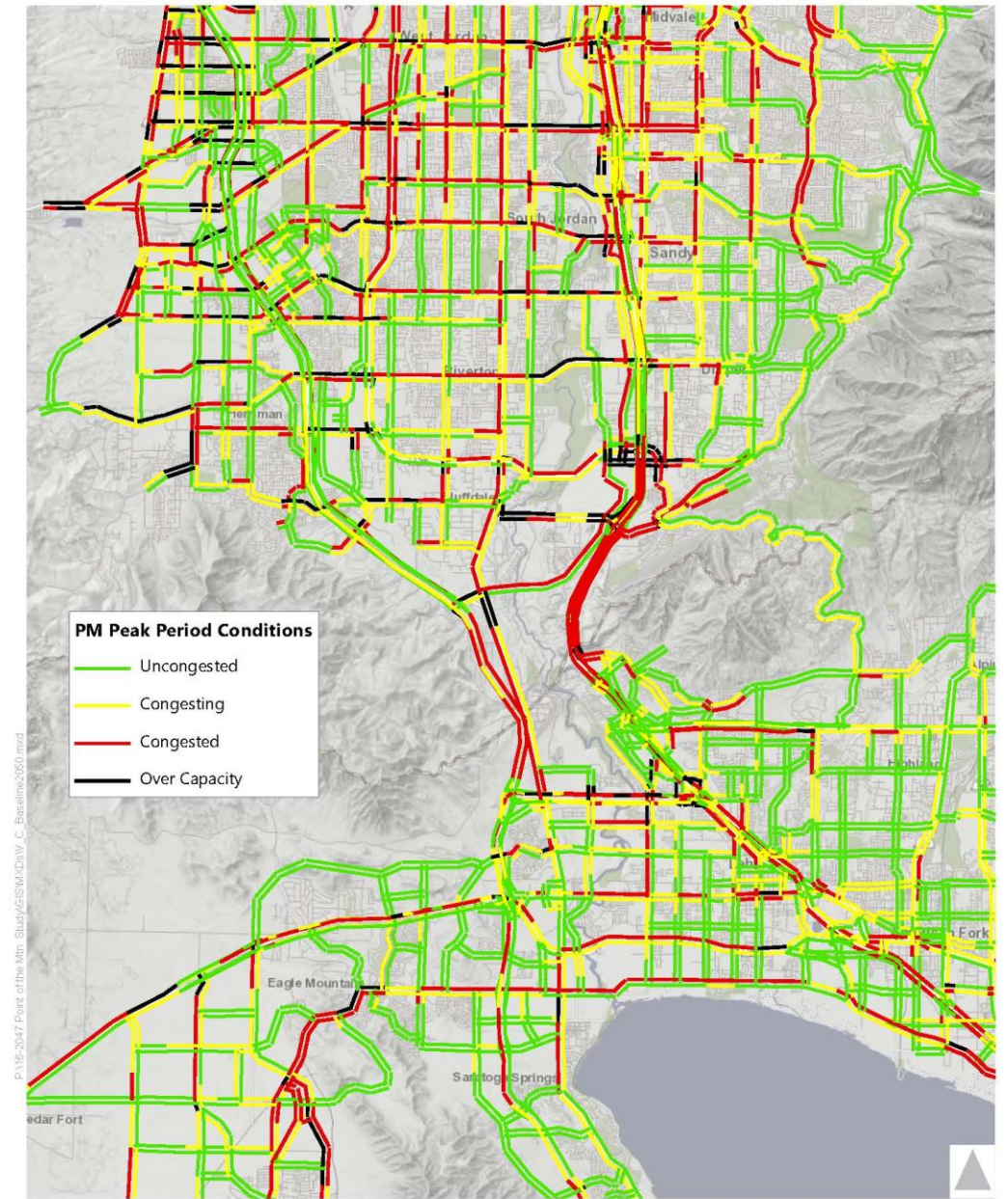
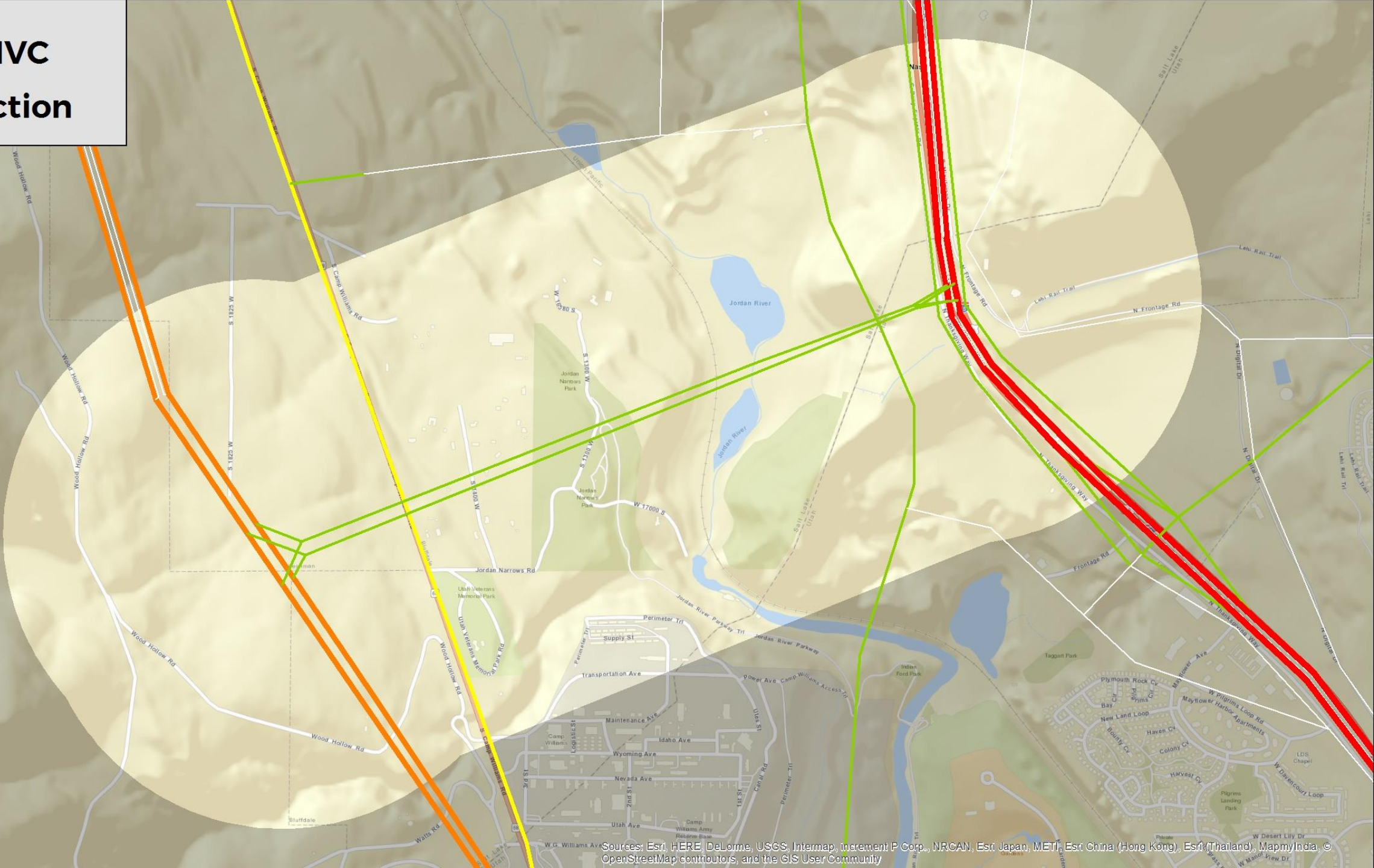


Figure  
Volume to Capacity - Baseline POM (2050)



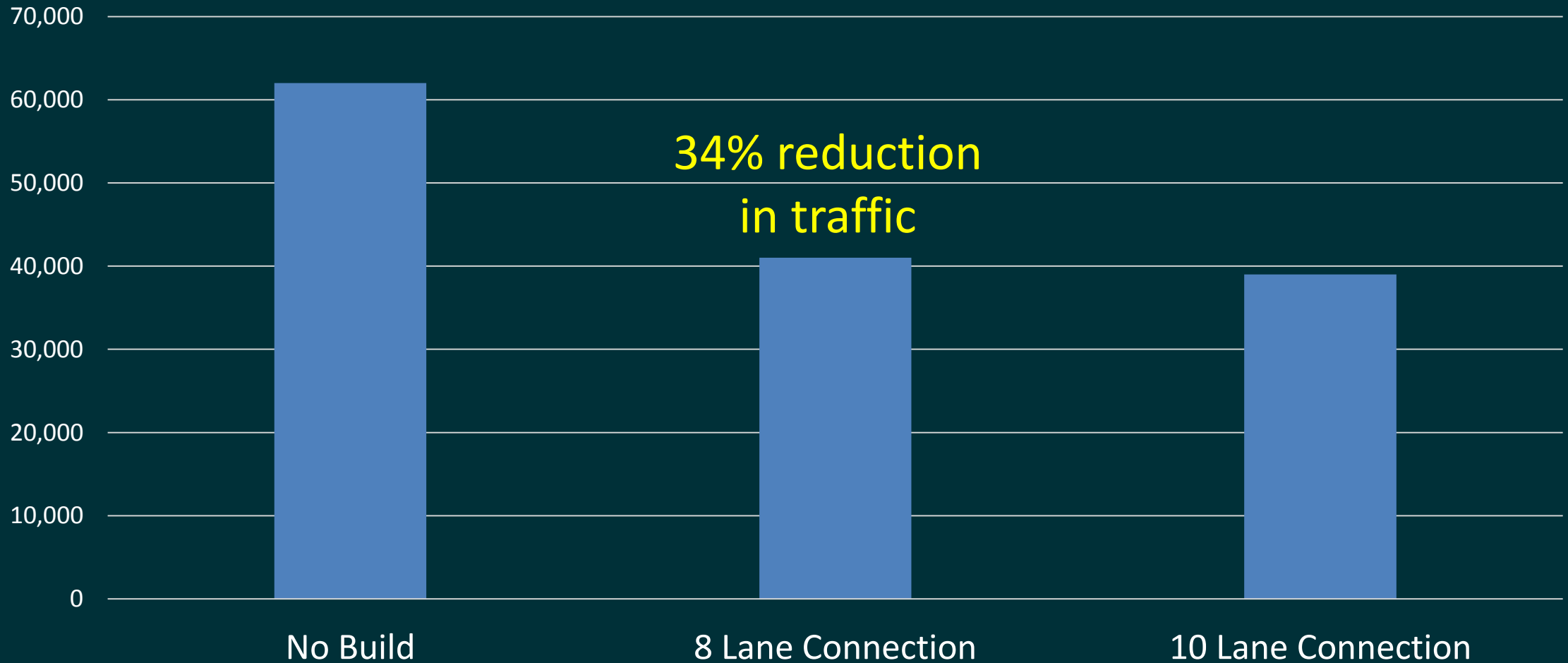
# I-15/MVC Connection



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

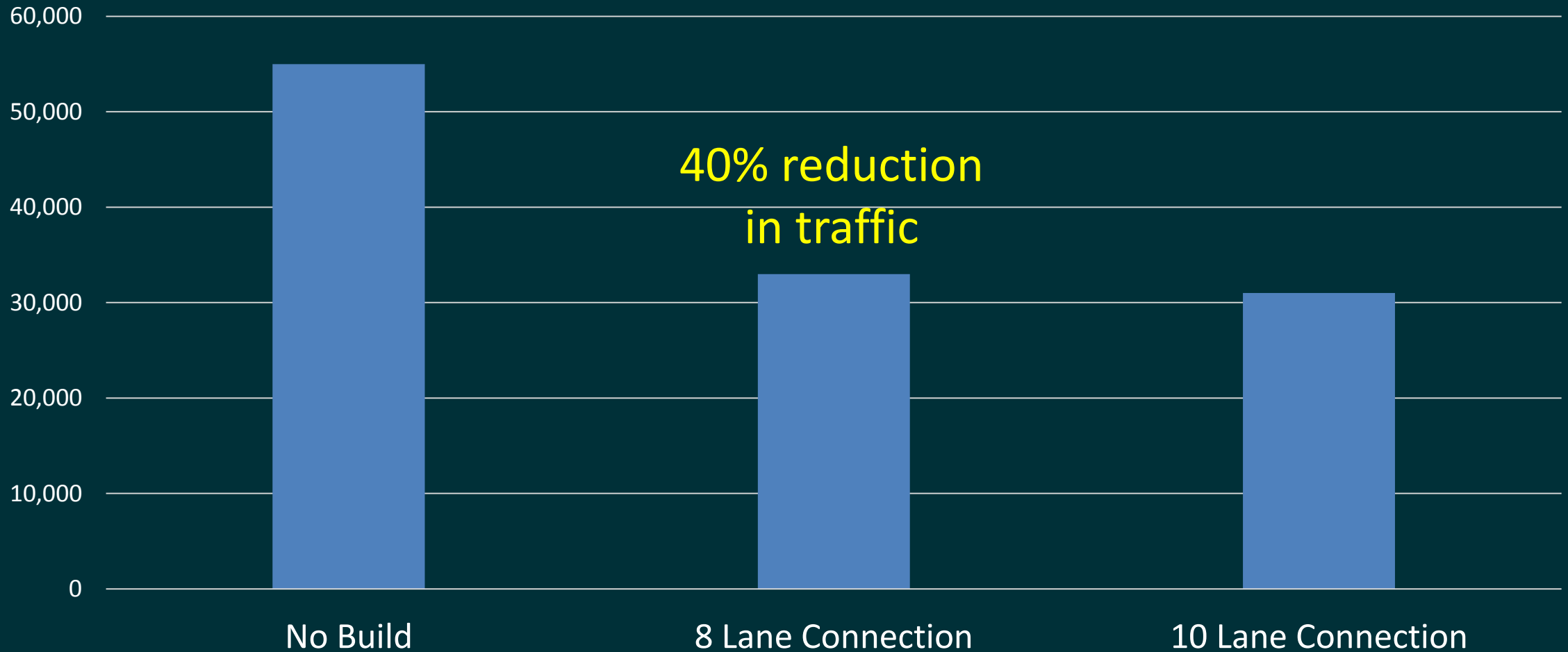
# Porter Rockwell Boulevard

## North/South 2-way Daily Traffic Volumes



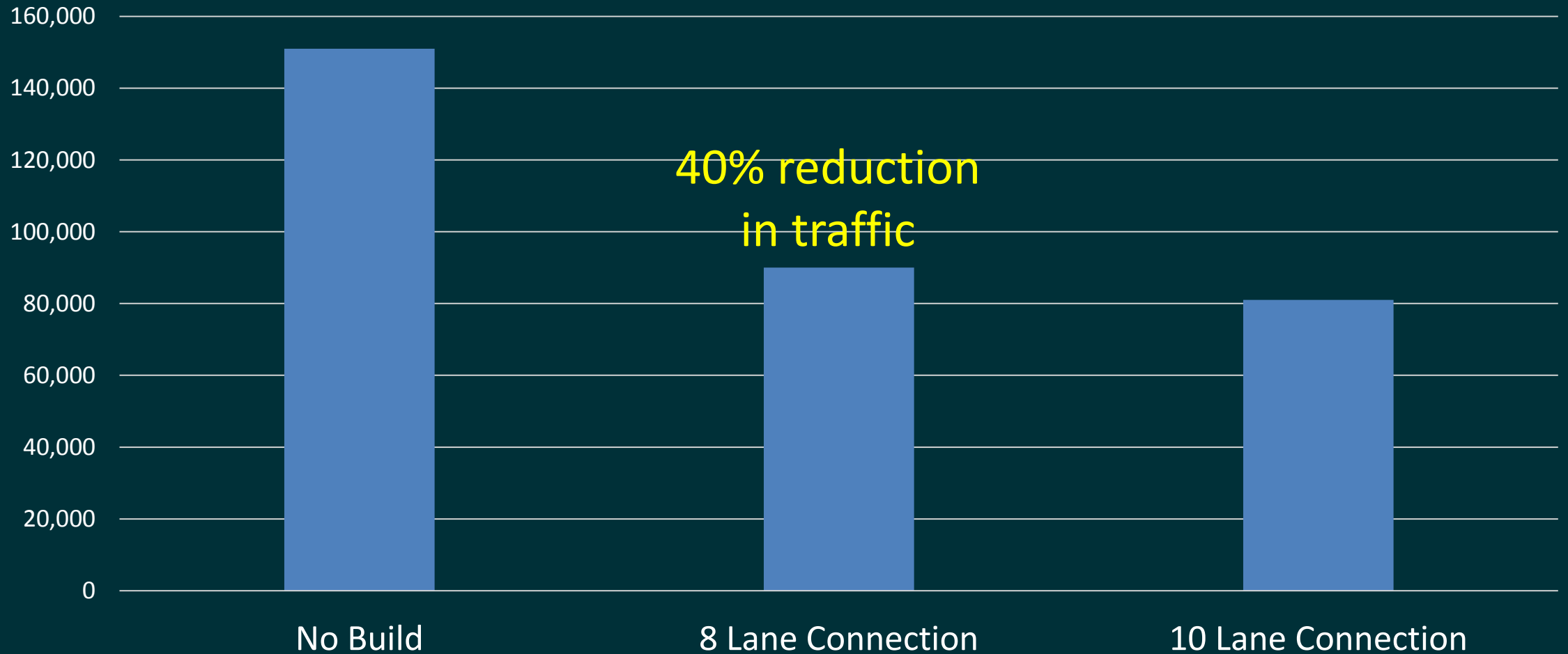
# North/South Boulevard

## North/South 2-way Daily Traffic Volumes



# 2100 North Mainline

## North/South 2-way Daily Traffic Volumes





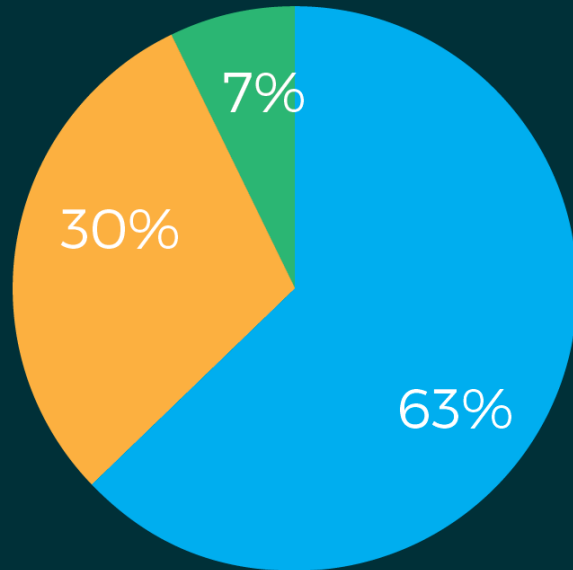
An aerial photograph of a city street, likely in Utah, showing a tram traveling down a multi-lane road. The street is lined with trees and buildings, and mountains are visible in the background. The image is overlaid with text and a vertical line.

# New North-South Boulevard

A new north-south road from Bangerter Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.

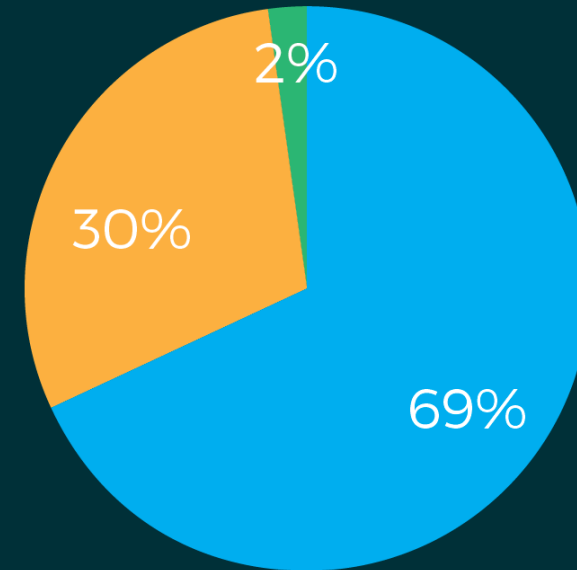
# Pass-Through Traffic Dominates the Bottleneck Now and in the Future

Types of Trips that Use I-15 at the Point of the Mountain in 2014



- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area

Types of Trips that Use I-15 at the Point of the Mountain in the 2050 Baseline Scenario



- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area



**North-South Boulevard**

Map showing the proposed North-South Boulevard project area in Salt Lake County, Utah. The map highlights the project route (red line) and existing infrastructure (yellow and orange lines). Key locations include Bluffdale, Jordan River Parkway, South Mountain Golf Course, and Camp Williams State Military Reservation. The map also shows the Jordan River, Salt Lake, and various highways (I-15, I-215, I-40, I-76).

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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Map showing the proposed North-South Boulevard project area in Salt Lake County, Utah. The map displays the project corridor (red line) and existing infrastructure (yellow and orange lines). Key locations include Bluffdale, Jordan River Parkway, South Mountain Golf Course, and Camp Williams State Military Reservation. The map also shows the Jordan River, Salt Lake, and various highways (I-15, I-215, I-40, I-76).

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# OFFICE DISTRICT

## DEDICATED TRANSIT







# A Connected Street Network

Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

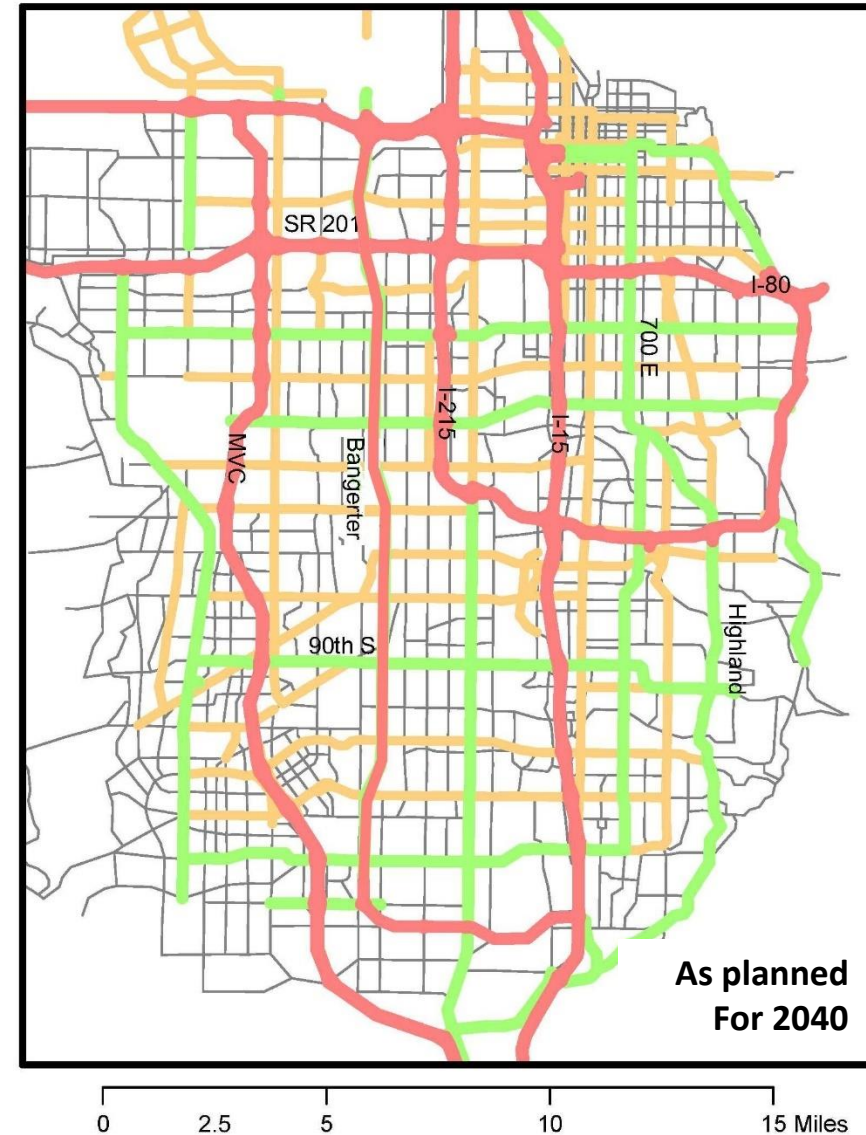
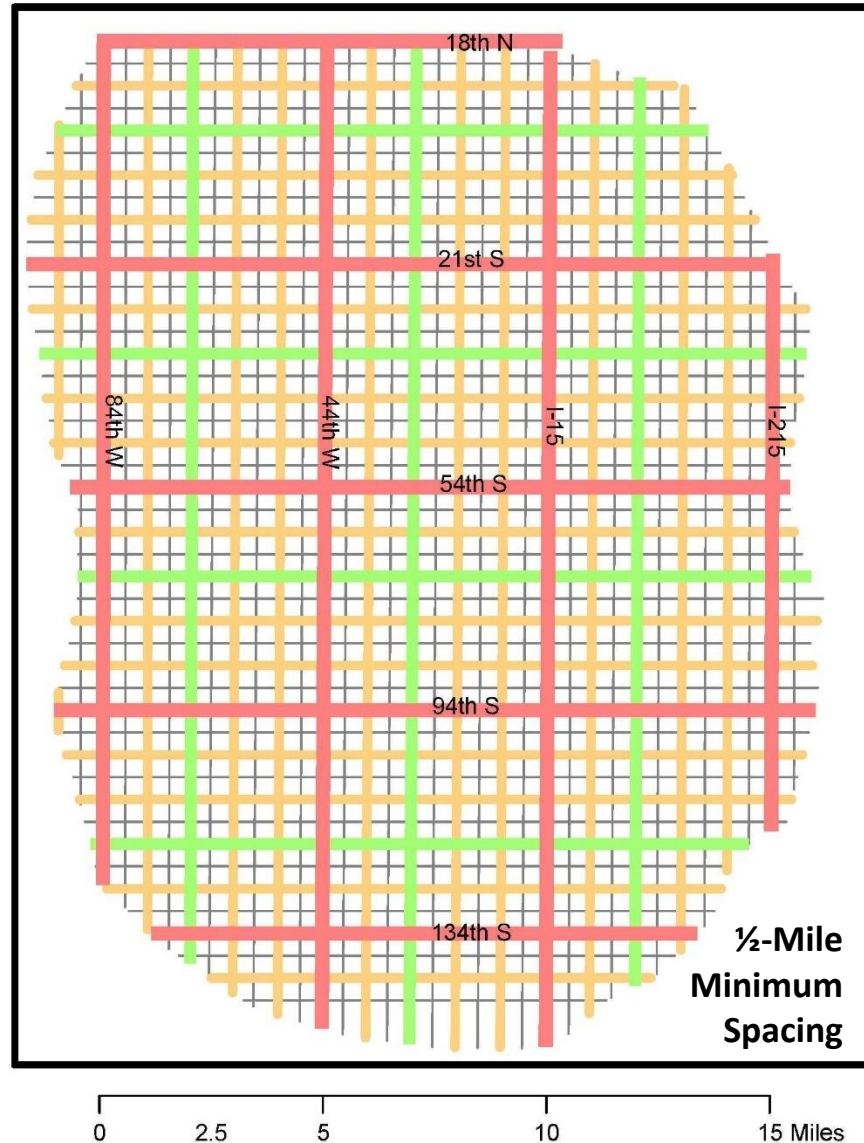


# ITE Ideal Spacing vs. SL County Actual

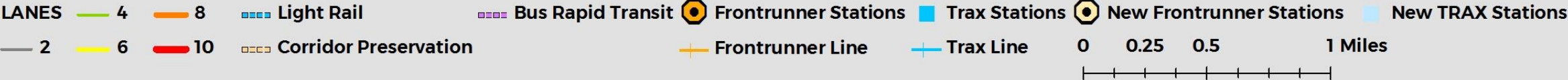
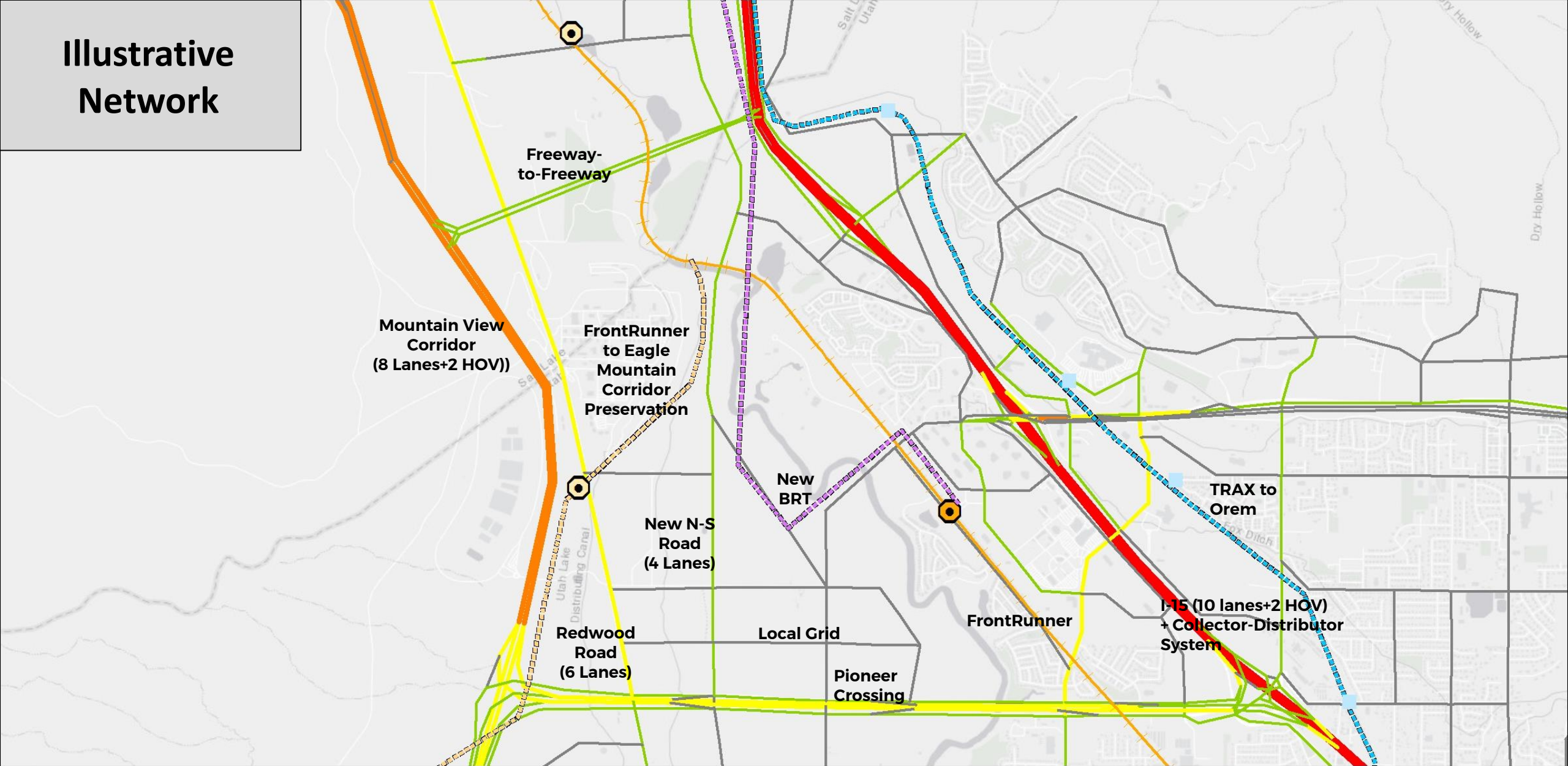
Freeways 5-miles (pink)  
Arterials 1-mile (green, orange)  
Collectors ½ mile (grey)



Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37



# Illustrative Network



# Phase 3

1. Identify and evaluate public and private funding options
2. Analyze the costs and benefits of funding options
3. Provide considerations for choosing a funding strategy



# Ongoing Work

1. Coordinate with transportation agencies and others
2. Present to and coordinate with cities
3. Coordinate with the Commission and the Authority
4. Meet with groups and agencies to build support for the vision